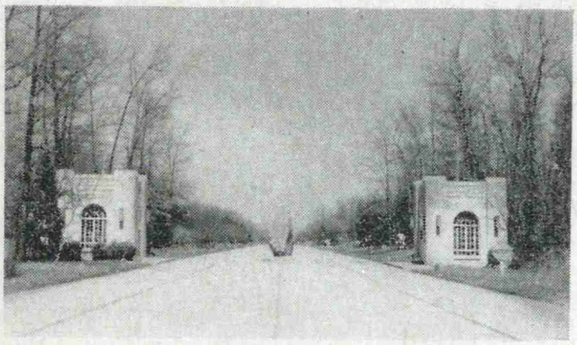
LAKE MICHIGAN

MICHIGAN

CHESTERTON



THE GATEWAY TO THE INDIANA DUNES

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The Chesterton Retail Merchants'

DIRECTORY

Published by the

CHESTERTON RETAIL MERCHANTS' ASSOCIATION

of

CHESTERTON, PORTER COUNTY, INDIANA

Gateway to the Dunes and Post Office for Indiana Dunes State Park

This booklet contains a list of business concerns and professional services of Chesterton, Porter, Tremont, Baillytown, Furnessville and Westchester Township; histories of Chesterton, Porter and the township, of churches, banks and factories, and also much general information about this region, accompanied by many illustrations.

Price 35 cents

This directory is the work of the Chesterton Retail Merchants' Association, and will fill a real need in the community.

It was compiled as a handy reference book, showing Chesterton as a natural center for business and industry in this area. Considerable effort has been made at a complete listing of all business establishments, industries, and professional men, which will make it evident that our town has grown by leaps and bounds in the last decade.

The directory also offers the history of this community, and tells of its advantages, its proximity to the Calumet region and the state park, and the information about the churches, schools and organizations in Chesterton.

The CRMA was founded in 1941 by a group of progressive and enterprising merchants, who foresaw the future growth of Chesterton and acted together towards making it one of the leading communities in Northern Indiana.

Much credit for establishig the organization must go to the first officers, Leslie Pratt, president; Robert Morgan, treasurer, and Ruth Ocobock, secretary, and the following merchants: Bennett B. Morgan, R. D. Austin, Vernon Bartels, Arthur Nickel, William Thompson, Chester R. Keeler, Elmer E. Beck, Melvin Smedman, Sally and Fred Dunn, Charles Young, Clarence Johnson, Ben Bellman, Robert Zaborowski, Eugene Richter, former local florist, and the late Edward McGowan.

In eight years, the CRMA has grown from seven to 58 members, and has become one of the most prominent and active organizations in Chesterton, carrying on its own functions and pinch-hitting as a Chesterton chamber of commerce.

THE CHESTERTON TRIBUNE
The Coffee Creek Press
Chesterton, Indiana

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Introduction

This booklet was prepared to meet the demand for information about Chesterton and the surrounding region in North Porter County. As far as we know, this is the first local directory of its kind ever published in Chesterton.

Chesterton is in Westchester Township, one of twelve townships in Porter County. The population of the township is estimated at 8,000. Chesterton's population is about 3,000. There are three rural mail routes.

Chesterton is the shopping center of the famous Duneland area and in recent years the population has greatly increased.

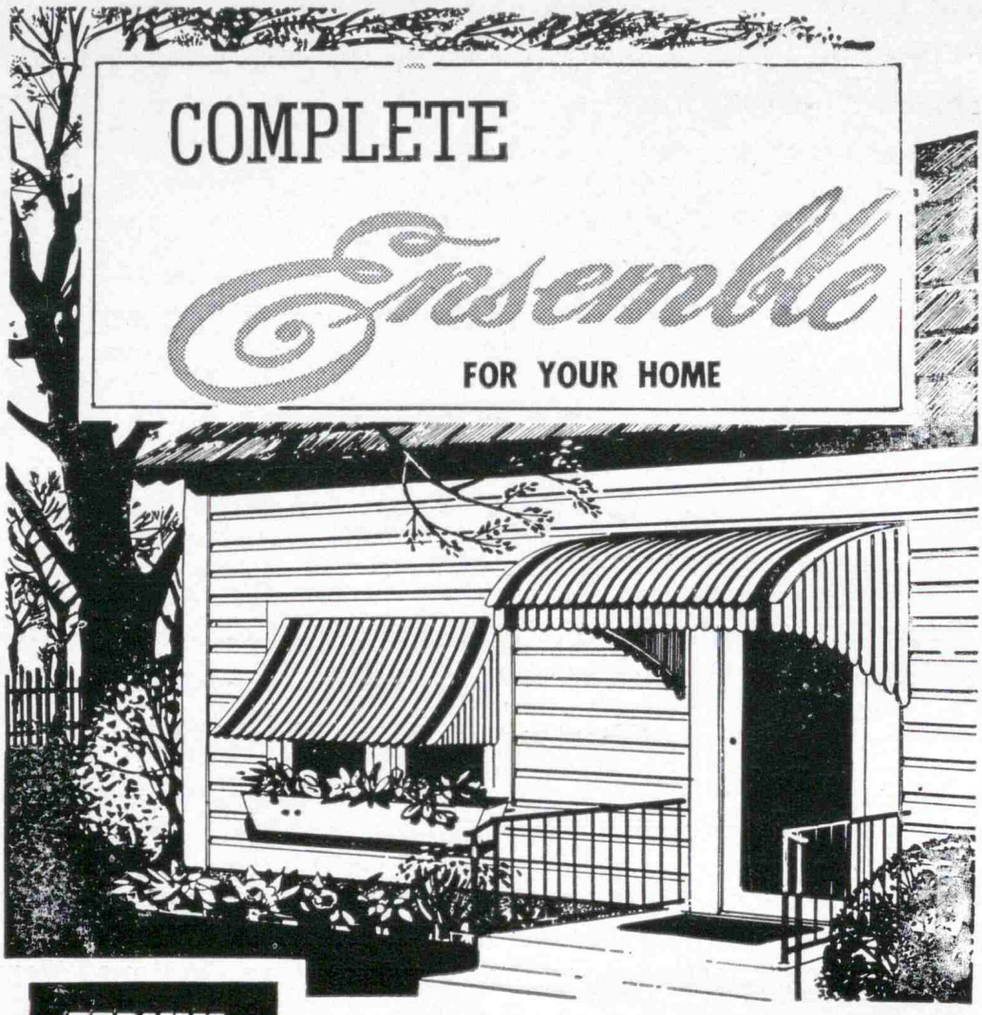
Chesterton, the gateway to the Dunes, is just three miles south of the Indiana Dunes State Park which is on the southern shore of Lake Michigan. Gary, the Steel City, is 15 miles west and Chicago, 41 miles west.

The neighboring town of Porter, on the northwest, extends to the lake front, which is called Porter Beach. Porter has a population close to 1,500. The youngest town in Westchester Township is Dune Acres with more than 50 families, and is located west of Porter Beach.

Chesterton, a delightful suburban town heavily shaded with trees, is one of the most progressive towns in northwestern Indiana. Families are welcome in Chesterton. Many couples have come here to bring up their children and have stayed on to be among its most loyal citizens. Chesterton is a community where raising children is no problem. It has an up to date school system headed by a Township Trustee and an Advisory Board. In the system are two public grade schools, one of which is located in Porter; the other grade and the high school are located in Chesterton. The surroundings of the high school are spacious and beautiful. Chesterton also has a Catholic School connected with St. Patrick's Church. All the schools are crowded, indicating the great increase in the population in the last decade. Two new schools are planned for the near future, a grade school in Porter and a new Catholic School in north Chesterton. Rural children come into the township schools in nine buses. The public schools are staffed by over 40 teachers. The community has churches in nine denominations.

The park system in Chesterton has been in operation for twelve years and is in the hands of a park board. Railroad Park down town has been the traditional gathering place for town activities, but recently new facilities especially for youth have been developed in the new nine acre town park next to the high school.

Since 1899 Chesterton has been governed by a town board of three trustees. It has up to date fire and police departments. Recently it was classed as a 5th class city by the state legislature and possibly after the expiration of the term of office of the town board may take on actual status as a city.



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The community is clean and homes are not huddled together as in larger cities. Every home has ample room for privacy and the town has unlimited land available for building new homes. Local home owners take pride in landscaping and beautifying their surroundings. It is estimated that 80 per cent of the residents own their own homes.

The business district in Chesterton, to keep pace with the demands of the community, is growing and presents a more complete shopping unit than you will find in other towns of its size. You can buy almost anything in Chesterton and certainly what you need for daily purposes. The stores are principally in the down town area which makes it handy for shoppers. It is said that 99 per cent of the businesses in town are home owned. The local merchant gives you personalized and courteous service, since he expects to see you again, and wants you as a friend, neighbor and a steady customer.

Folks, you will like it in Chesterton. It is a friendly town and once you settle here you will be enchanted by its charm and you will never want to leave it. This has been the experience of many who have become Chestertonians in recent years.

Chesterton was once a thriving wool market.

27

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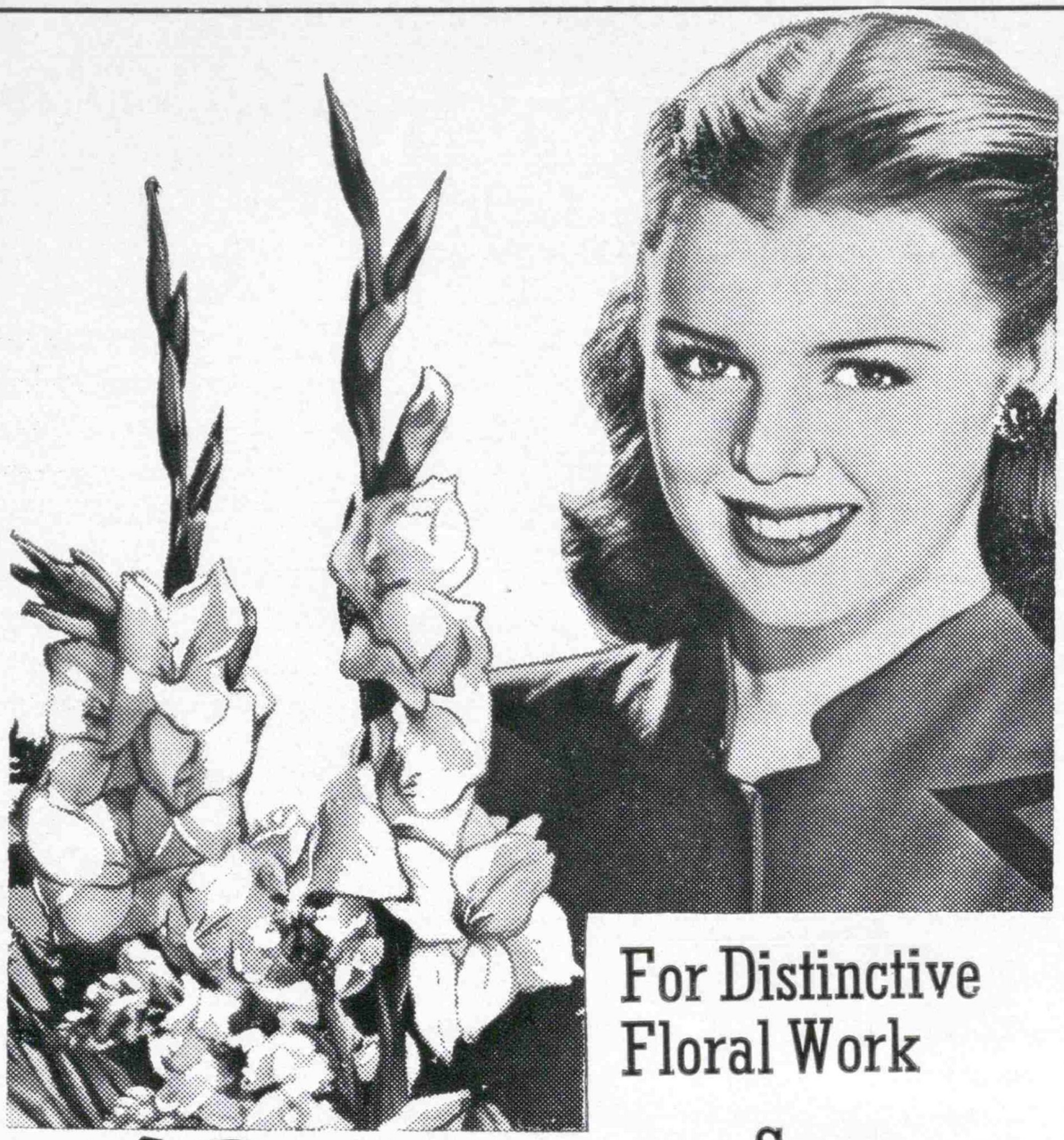

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Chesterton, Gateway to the Dunes

Air View of Chesterton Looking North Toward the Dunes

Chesterton has for some time been known as the Gateway to the Dunes. Northwest traffic is funnelled along Indiana State Road 49, which leads through Chesterton northward to the main state park entrance three miles away. During the busy park season, visitors to the Dunes make steady use of its shopping center and its churches, as well as its other urban facilities.

The Indiana Dunes beckon you. Preserved in their natural state, they attract visitors from all the world. The unique "singing sands" of the dunes furnish all the romance of the great, strange dunes area of North Africa; the mystery and depth of Canada's woodlands; and the wide expanse of Florida's famed beaches. The very hills bear mute testimony of the country's great store of Indian lore and fable.

HIGHWAYS

Located between two trunk east-west highways, Chesterton is found on one of Indiana's finest north-southbound state highways. From U. S. 20, with its four lane travel, it is only a step into Chesterton—about two miles. U. S. 6, which carries much of the transcontinental traffic of the country, is approximately four miles south of town. U. S. 12, which is mainly a commercial

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highway, is about two and a half miles north of Chesterton.

Situated as it is, Chesterton is the hub of a semi-circle which touches Gary, Valparaiso and Michigan City—all within a radius of fifteen miles.

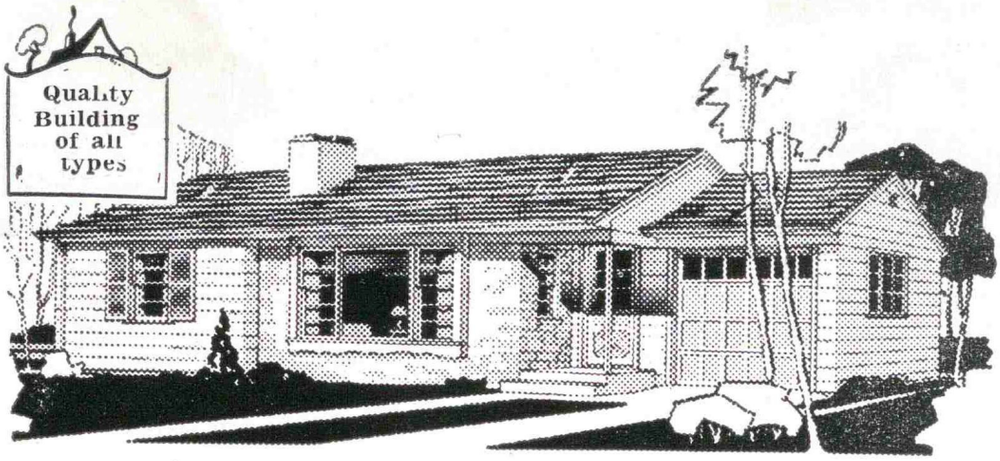
COMMUTER'S PARADISE

"Some touch of nature's genial glow" enriches life for those lucky people who live in and around Chesterton. One may work in the rush and confusion of Chicago, Gary, Whiting or any of the mill-towns—and retire for living in the peaceful, green calm amid Chesterton's age-old, noble trees! One may enjoy in the long summer evenings and week-ends, the various moods of Lake Michigan's blue waters! Running along the edge of the Indiana Dunes State Park and only three miles north of Chesterton, is the Chicago, South-Shore and South Bend electric railway which gives hourly service to both parties.

Bus and railway transportation offered by Chesterton is also of the very best. Three important trunk lines pass within the city limits of Chesterton —the New York Central, the Michigan Central and the Pere Marquette. One mile south of town in Liberty Township will be found the trunk line of the Wabash. Chesterton is the western terminal of the New York Central suburban service, which offers passenger and commuter trains from Gary and Chicago.

Local transportation is offered by radio-controlled cab of the Calumet Cab Company. The service is prompt and dependable.

The Victory Trailways assure a dependable and courteous bus ser-



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123 Calumet Road Phone 3455 Chesterton

vice. A large fleet of new and comfortable buses makes this a convenient and regular mode of travel for the commuters. This line makes direct connection with Chesterton's surrounding towns and cities—Gary, Michigan City, Valparaiso, Porter, Westville, Hobart, Tremont and Beverly Shores. Connections are also made with all important transcontinental bus lines and the C. S. S. and S. B. R. R. The summer bus schedule includes regular and frequent stops at the Indiana Dunes State Park.

Daily truck deliveries are also made in Chesterton through the courtesy of Tucker Freight Lines and Northwestern Transit, Incorporated. The local Greer Trucking Company is responsible for a fine intra-city and intra-state trucking and freight service.

LOCAL INDUSTRIES

Local industries now absorb over 500 workers, although the majority of Chestertonians commute daily to Chicago, Gary, Indiana Harbor, Whiting, Michigan City, Valparaiso and other industrial cities.

Chesterton manufacturers are engaged in the production of machine parts, tools, dresses, wooden awnings, novelties, plastics, etc. With its variety of transportation, its desirability as a home site, with its central location, the community is ripe for industrial expansion and should present a pleasing picture for the alert manufacturer.

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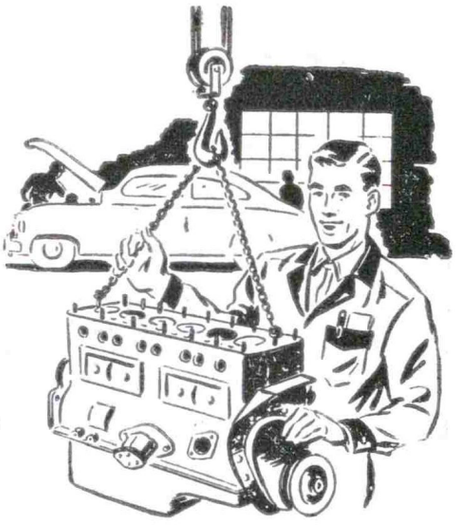

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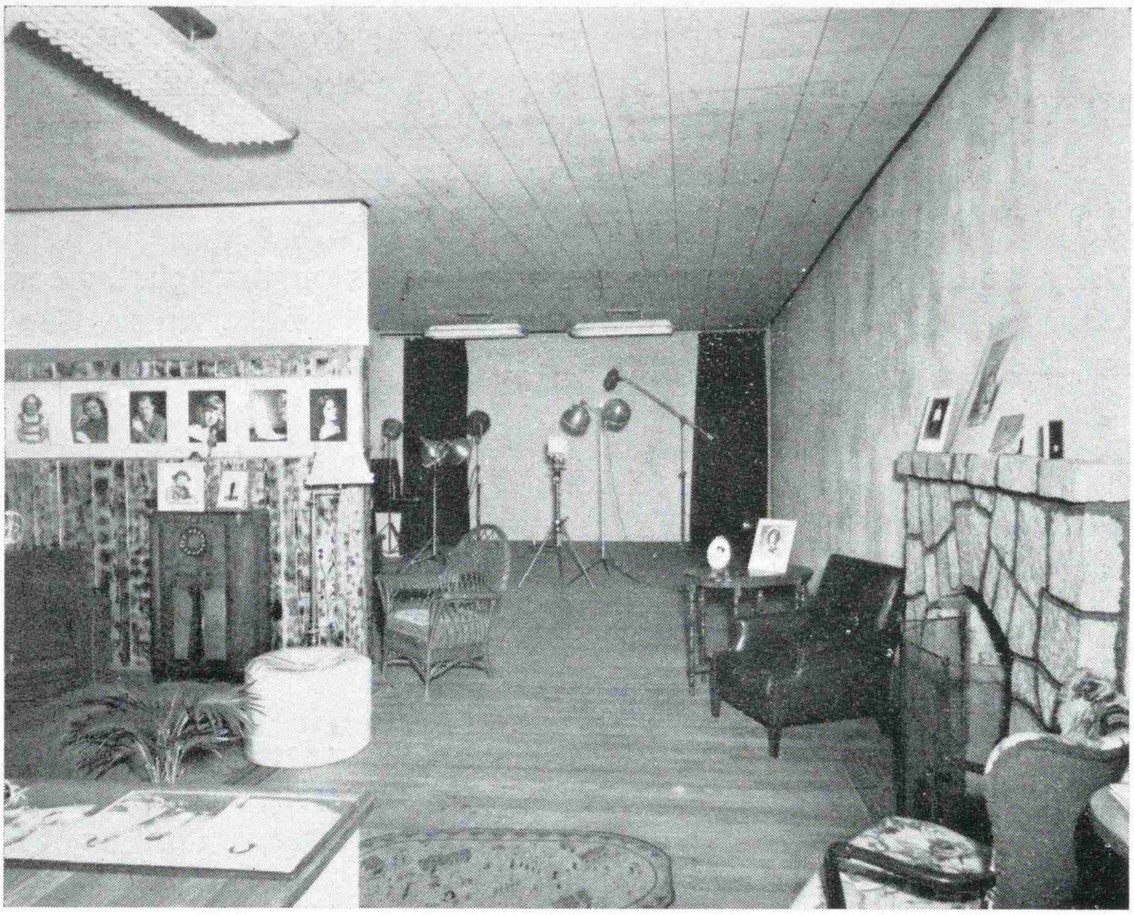

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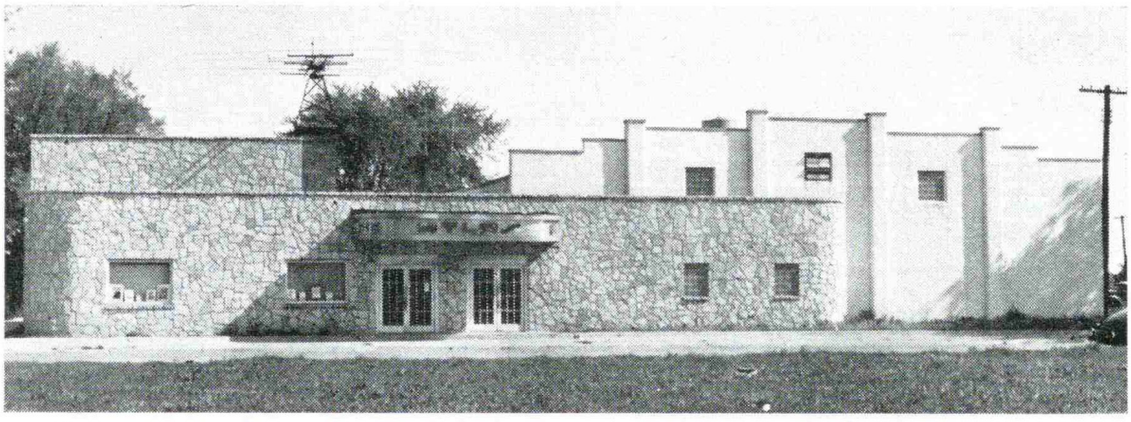

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POPULATION

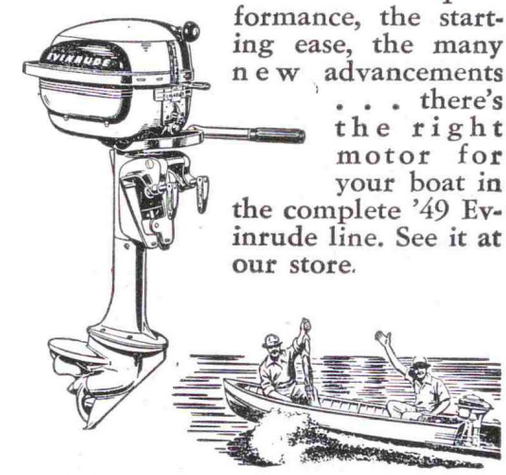
Chesterton is a small town with a metropolitan air—as its present population will attest. Since the 1920 census, Chesterton has made a slow and steady increase in population — 1920 showed a population of 1,650; 1930 showed 2,232; 1940 showed 2,470; and 1947, 2,800. Today Chesterton has an estimated population of 3,000. The area contains many choice home sites and industrial locations. Located strategically with its adequate transportation facilities, excellent telephone connections and service, Chesterton has great untapped industrial possibilities. Cradled in country quiet, and within ready access of Chicago's theater district, museums, parks and amusement facilities, Chesterton is an ideal home town in the heart of the Indiana dunes itself, as its annual increase of 50 homes per year for the past five years demonstrates.

PUBLIC UTILITIES

Water for Chesterton is supplied by a privately-owned utility company. The water itself is pumped from deep wells, is chlorinated and tests for hardness at 17. An elevated storage tank has a capacity of 50,000 gallons and the water is delivered to the consumers through 4'' and 8'' mains. The Home Water Company bases its modest rates on the graduated scale according to consumption, and affords industries an adequate supply at a very reasonable rate.

DOUBLE your vacation FUN!

New boating thrills — more fishing fun with a thrilling '49 Evinrude on your boat. You'll prize the smooth, trouble-free performance, the starting ease, the many new advancements . . . there's the right motor for your boat in the complete '49 Evinrude line. See it at our store.



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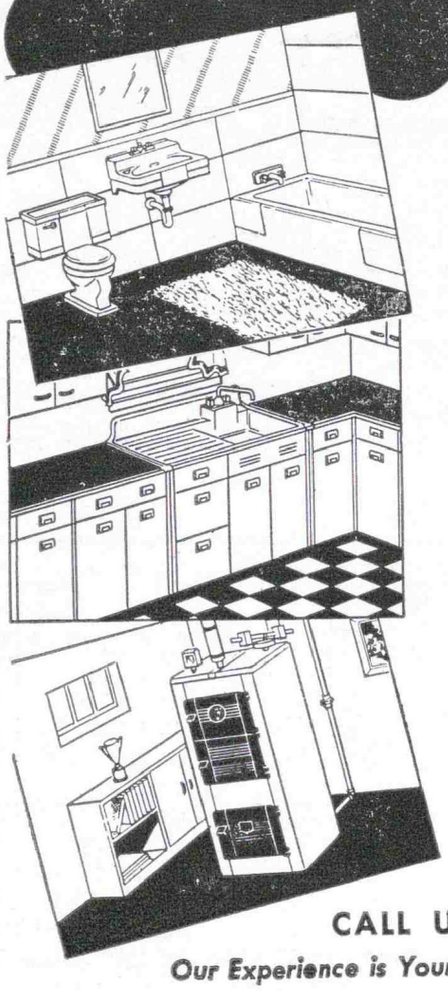

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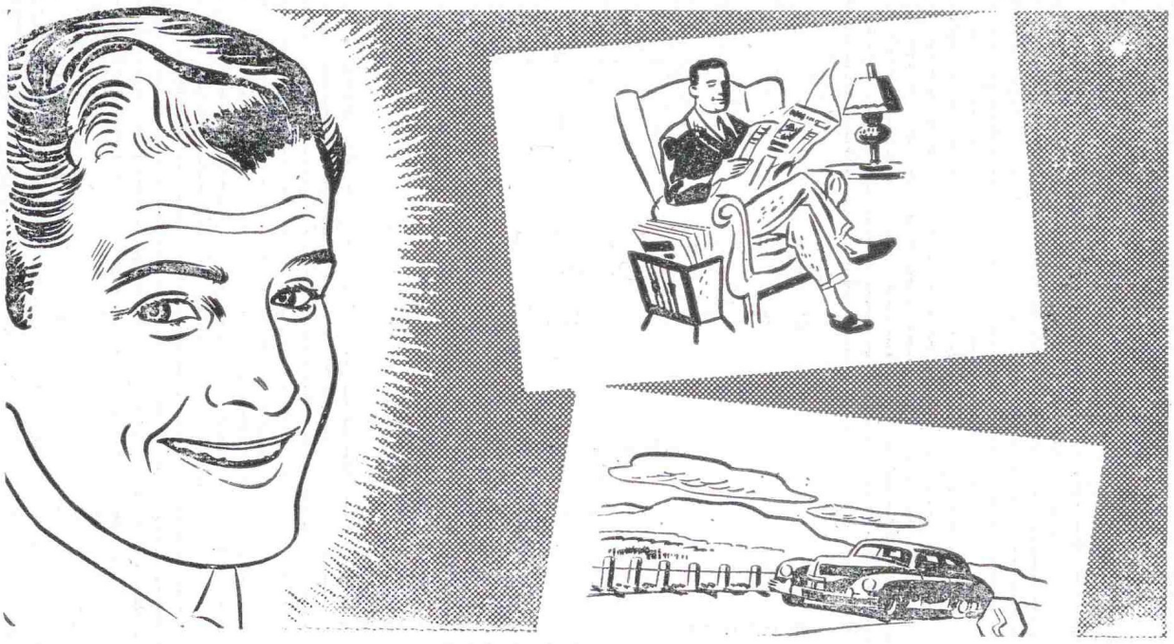
Manufactured gas is furnished to Chesterton, Indiana Dunes State Park and environs by the Northern Indiana Public Service Company. Bottled gas is available, wherever desired, through local representatives, who make house delivery. "Cooking with gas" is a reality for all folks in the Chesterton vicinity. Modern ornamental lighting has recently been installed downtown.

Chesterton can boast of exceptional telephone service, having the latest dial-type system to offer its customers. The Indiana Associated Telephone Corporation is now in the midst of a great expansion and improvement program to meet the needs of a growing population and increasing industrial business.

An A. T. and T. Repeater station is also located in Chesterton, assuring better and faster service on long distance phone calls—which are so important to industry!

Lincoln Avenue was formerly known as Church Street, because three churches were located on it: Swedish Methodist (now First Church of Christ, Scientist), Bethlehem Lutheran, and St. John's Evangelical and Reformed.

The old Lake Shore Rail Road station burned down in 1913.



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Most Popular State Park Draws Visitors From All Over the World

The Savage Beauty of Shifting Sands

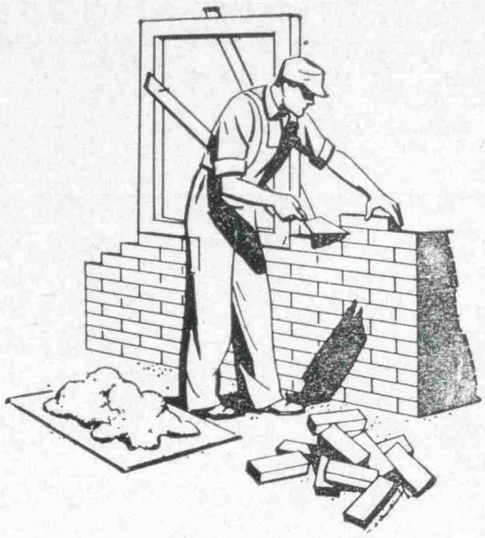
In 1821, John Tipton, surveying the border line between Indiana and Illinois, said of the territory north of here along the southern shore of Lake Michigan: "These ponds and marshes and sand hills will never admit of settlement nor never will be of much service to our state."

If this first surveyor could return today he would not believe the evidence of his eyes. The territory near the state line, which John Tipton helped to establish, is now known as the "Workshop of America," producing more iron and steel from crude ore than any other place in the United States. And just a short distance east is the world famous Indiana Dunes State Park, the best attended state park in the Indiana system.

The state of Indiana has made this area of sand hills and marshes, which appeared worthless to John Tipton, one of the sought out places of the world, by capitalizing its recreational features.

A BIRDSEYE VIEW

The Dunes region of Indiana is a far-stretching crescent of sand hills and ridges forming the southern boundary of Lake Michigan—a crescent reaching from Michigan City to Gary. Originally it had a much wider sweep, but



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Chicago, Gary and the intervening, industrial centers have obliterated what were once dunes.

A long-range view shows the topography of the region is the survey from the top of one of the towering sand hills that here and there overtop the general altitude of the dunes. The highest of these is Mount Tom, which, with Mount Jackson and Mount Holden, of almost equal height, make a group of three dominating dunes in the state park. The first named is officially credited with a rise of 190 feet above the level of the lake—no great elevation, doubtless, for a real hill or mountain country, but here it suffices to command the landscape in all directions. Northward the wrinkled, crawling surface of the lake spreads away until it meets the sky. A little north of east, some ten miles away, the buildings of Michigan City show dimly beside the water; westward the city of Gary can be located if the air is clear, and between these two centers of population stretches the long, narrow belt now known as the dunes region averaging something more than a mile in width.

THE STATE PARK

A half mile to the west of Mount Tom and two and a half miles to the east, approximately speaking, lies that most picturesque part of the region, which is now in possession of the state of Indiana, and made into a public park. This area of about three and a half square miles (2,210.47 acres), and much

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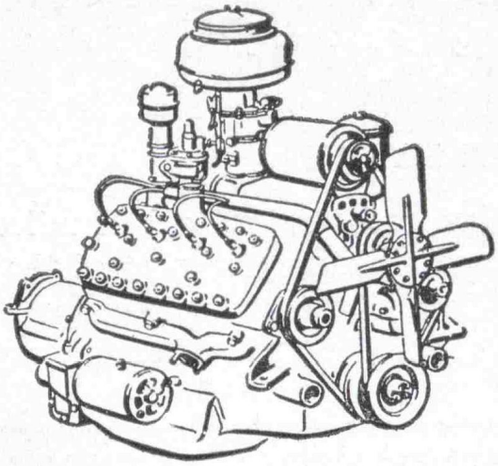

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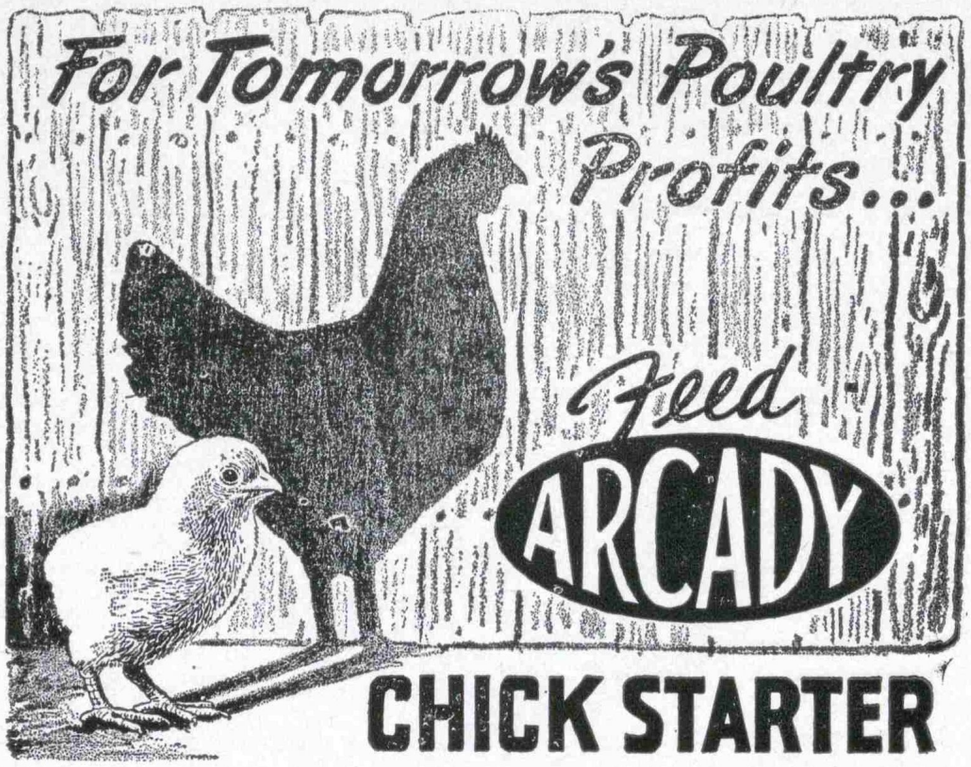
The Mysterious Beauty of Stream and Swamp

more beyond its boundaries is, in the main, heavily forested. The part lying nearest the lake shore is heaped up into dunes, or hills and ridges of sand with their verdure-choked valleys and pockets, but back of these one sees the low, flat areas where swamps and marshes give diversity to the place. Here and there amid the general vestment of greenery gleam whitely the naked sands in spots and tongues, showing where winds have conquered vegetation. The crest of Mount Tom itself has been scooped out by aerial attacks till it suggests a great crater, and the shifted sands piled up on the western side of it gives this hill its preeminence for altitude.

Due to the efforts of Mrs. Frank Sheehan, who appeared before the 1923 legislature with a lecture illustrated by stereoptican slides, a law was passed for the purchase of lands to be known as "Indiana Dunes State Park," and providing therefore a tax of two mills on each hundred dollars' worth of taxable property. The project now lay fallow for two years pending the accumulation of funds but finally the first actual purchase of land was made.

It came about when in June, 1925, Gov. Ed. Jackson came to Gary with Richard Lieber, head of the Indiana State Department of Conservation at that time, in order to form his own opinions. A thorough inspection of the dunes converted Gov. Jackson to the park idea and the first purchase of land was made, the deed bearing the date of August 29, 1925. It was the property of the late John O. Bowers of Gary, containing 110 acres, and including Mount Tom.

In December of 1925 a deal was closed for 334 acres lying at what is now the west end of the park, at $368.75 an acre, $25,050 in addition being paid



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for existing improvements. These included the spacious concrete parking place on the Waverly Beach road and ninety-two leases on houses and tracts, these leases after January 1, 1926, to return revenues to the state till their expirations.

Gifts of $250,000 from the United States Steel Corporation, $25,000 from the late Julius Rosenwald, and right-of-way for the State Park entrance road from Samuel Insull, Jr., aided the movement. The total cost of the property in the park was approximately $1,000,000.

THE PARK MOVEMENT

The park has been developed to a considerable degree. The old Fort Creek now flows through a seven-foot steel pipe and under the greatly enlarged concrete parking space, which accommodates 1,600 cars.

The development of the state park is shown by comparing the photographs of Waverly Beach before development with the Waverly Beach of today. Westchester township built the first improved road into the park at Waverly Beach, the original road being only a sand trail. A concrete parking area was next built. These facilities proved inadequate to accommodate the increasing attendance. Within forty miles of the park live over ten million people and that is the reason for the four-lane concrete road which now leads into the park at Waverly Beach.

The Beach at the park attracts those who like bathing. For their convenience the state has built one unit of concrete and steel into a hotel on whose

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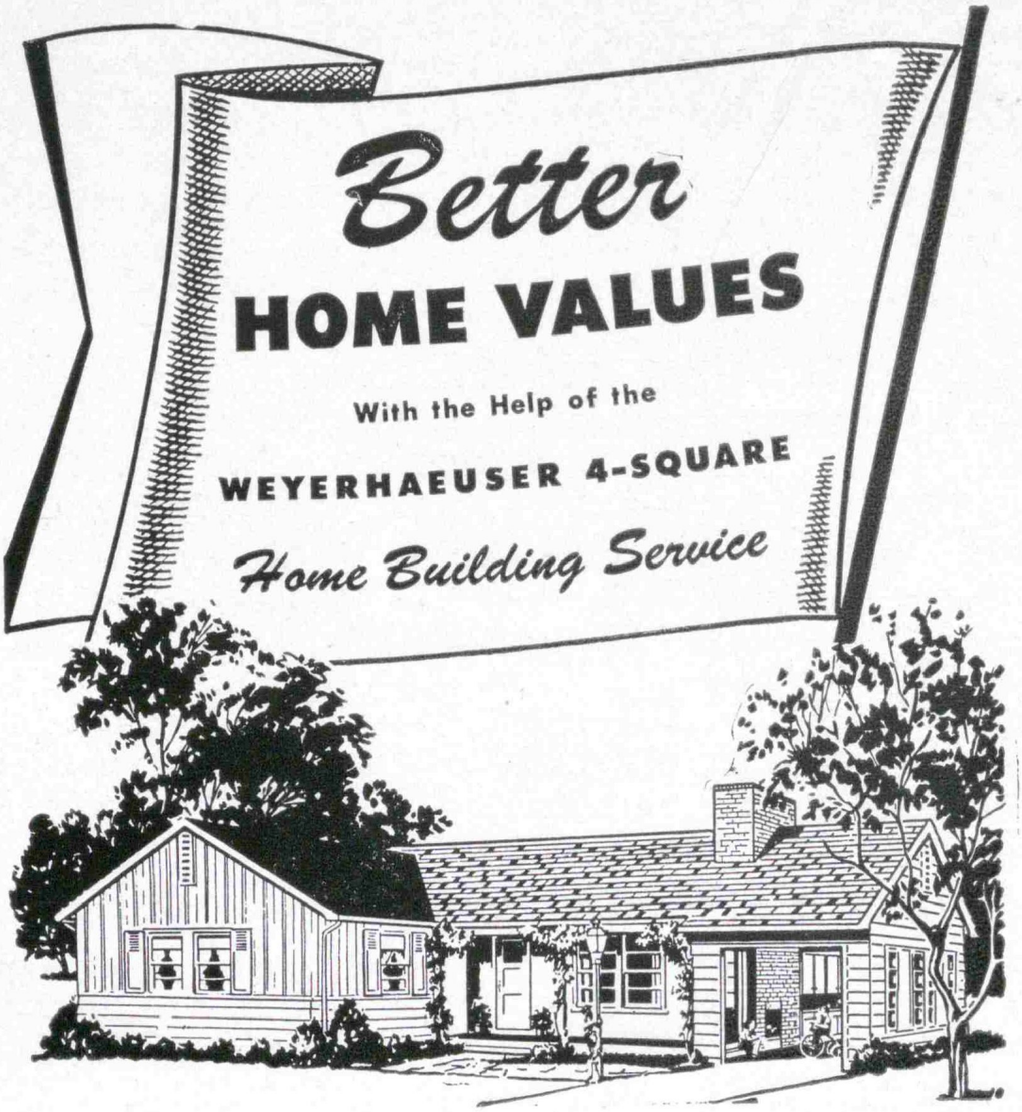

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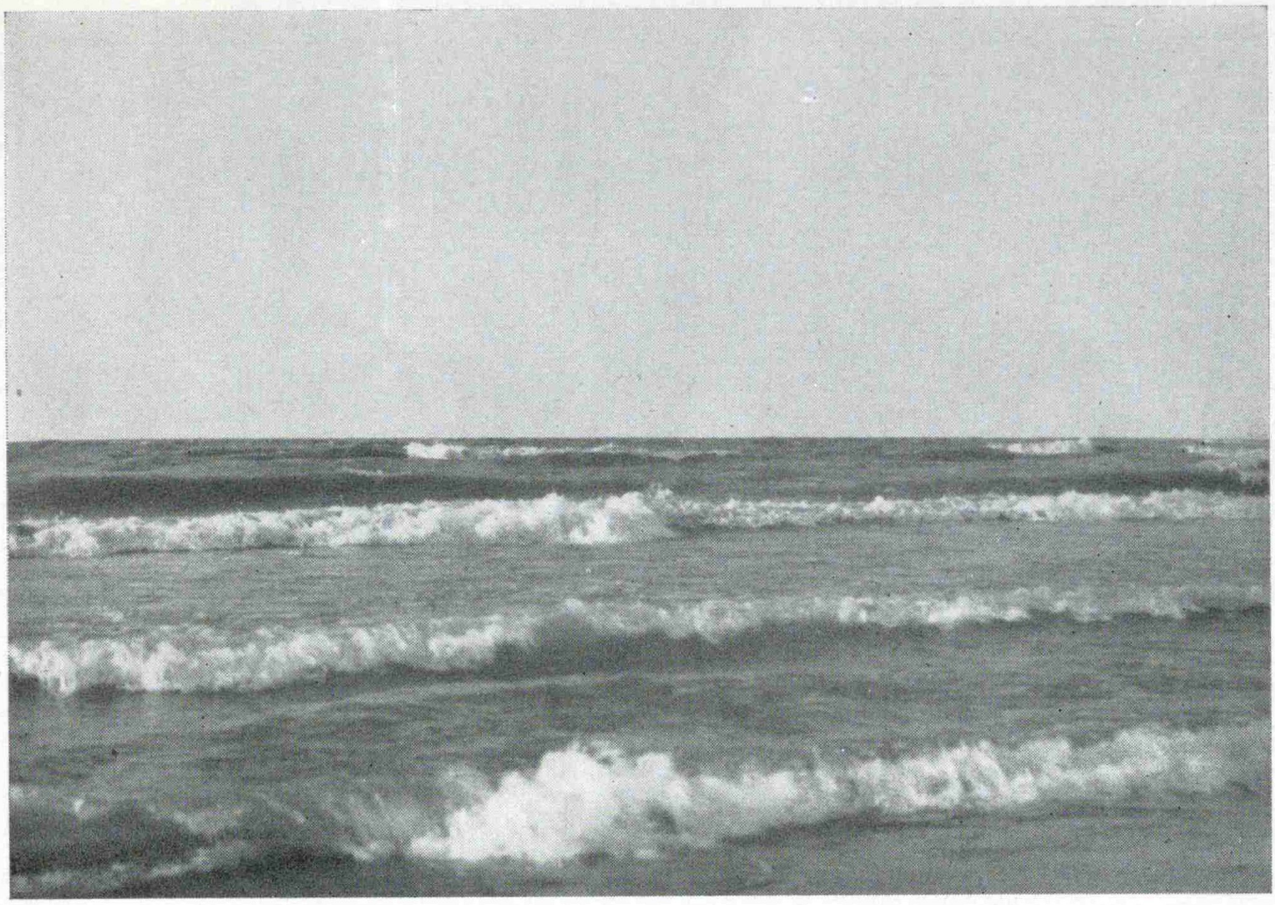

The Wild and Restless Beauty of the Waves

concrete floors the bather's wet bathing suit may drip without injuring the structure, and in which all of the conveniences of a new Chicago hotel may be found. A central pavilion, now in operation, is the dining place.

A smaller proportion of the visitors is made up of true devotees of duneland, who rejoice in the changing color and shifting scenes along and behind the barrier. They are protected in their love of solitude and exploration by the fact that vehicles cannot enter their swamps, marshes, forests, sand hills, and in season, flower gardens.

Prof. George Pinneo declares the area is one of the floral regions in the United States, and in it visitors are surprised to find cactus blooms and orchids. As late as fifty years ago wild cats, deer and bear were found in the dunes forest.

How humanity responds to the park you may see if you will visit the beaches on a warm summer's day, especially if it is at the week's end, when people are freer to come. Of these folk a comparatively small percentage care for the woods or for exploring the wild places, but all are susceptible to the lure of sun-warmed waters washing up a gently shelving strand as smooth as a floor, and with miles of soft, clean sand to play in.

To Waverly Beach come thousands of people and for the time being forget all the conventionalities of civilized life. Men and women become children again and surrender themselves to the hilarious pleasures of the hour. The delicious feel of cool, wet sand to the naked feet, the playing in the surf or in the dry sand and the emancipation of the body from superfluous clothing is a return to that aboriginal state which few of us have quite outgrown.—(Reprinted from The Chesterton Tribune.)

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Chesterton

The Story of Chesterton

By Louis A. Menke

Mr. Menke, Tribune reporter, who helped organize the Duneland Historical Society, organized in 1948 with headquarters in Chesterton, is a member of the Indiana State Historical society. He received a B. A. degree in history in 1938 from St. John's University, Collegeville, Minn.

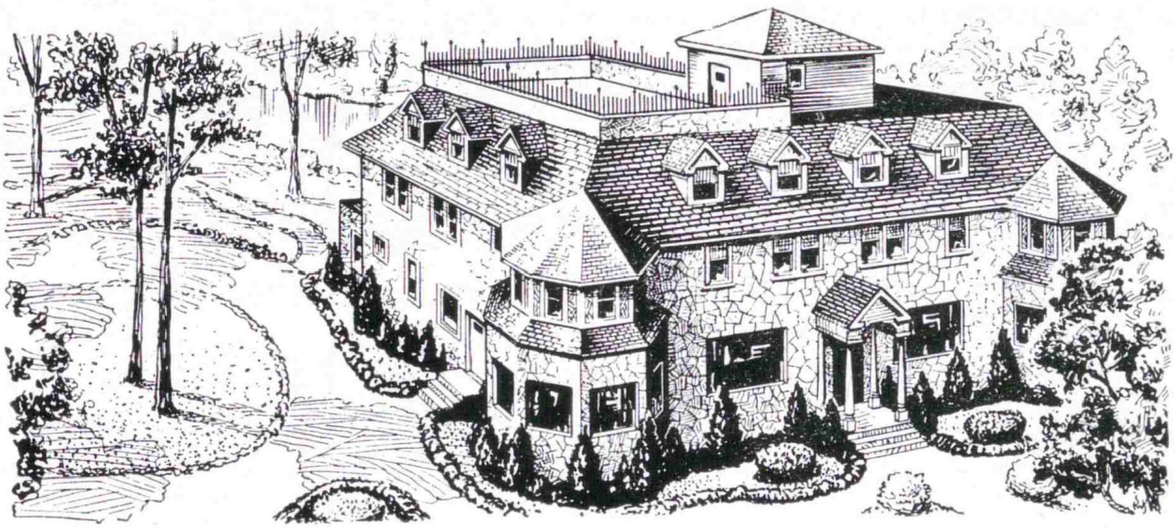
Chesterton, the largest town in Porter County, and located in Westchester Township, is nearly a century old. In 1852 the William Thomas family platted the original downtown area of 46 lots into a village which they named Calumet.

Miss Frances Howe, descendant of Joseph Bailly, first white settler in these parts, gives the clue to the origin of Chesterton. In her book, "The Story of a French Homestead in the Old Northwest," she describes it as "a small railroad community." Like the neighboring town of Porter, it owed its beginnings to the coming of the railroad.

The first railroad to enter Westchester Township was the Buffalo & Mississippi. It was built in 1849 and never ran any farther than Baillytown. Parts of it were built farther east by private contractors but were never put to use.

The Michigan Southern was the first railroad to come through Westchester Township and to reach Chicago. It was built in 1852. Three days later came the Michigan Central. These railroads meant the death knell for such early

AIR CONDITIONED TOURIST ROOMS



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Chesterton, Ind.

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PUBLIC SERVICE

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settlements as City West, Coffee Creek, and Old Porter. In later years, as business activities centered here on railroads in Porter and Chesterton,—Furnessville, Crocker, Crisman, McCool, Woodville, Burdick, and other promising hamlets declined in population and activity. Chesterton and Porter became large railroad shipping centers. When Gary was founded in 1907 their lustre was also dimmed.

City West, after its brief glory of almost becoming another Chicago in 1837, settled down to becoming a thriving village and stagecoach stop on the Detroit-Chicago road. Residents of the county were using City West as a resort in 1876.

Chesterton was the only railroad station in Porter county between Michigan City and Chicago until 1872. Henry Hageman in the same year platted a village named after himself, which is now a part of the town of Porter. Hageman became an important railway center soon after the brickyards were established. At one time, the Michigan Central ran 24 trains a day through the town.

The Michigan and Southern Railway brought section hands to Chesterton. They were of Irish descent and the railroad assisted in building a church for them on the north side. It was St. Patrick's in 1857. Few descendants of the original Irish remain in the Chesterton of today.

RAILROAD PARK

Railroad park in down town Chesterton is the former wood yard of the Michigan and Southern Ry. Farmers brought in the fuel to be used on the old wood-burning locomotives. The piles of four-foot wood extended over a larger area than the park has now. The Thomas family gave the land for the wood yard and depot as an inducement for the railroad to have a station here. In 1879 the tract ceased to be used as a storage place for wood. For many years the town of Chesterton has leased it as a park, and it used to be the scene for major community events.

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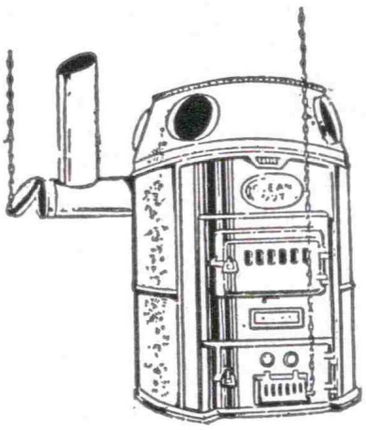

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Wed. & Sat. till 9 p.m.

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established at Coffee Creek, east of Morgan Park in 1833. Jesse Morgan, the patriarch of the Morgan clan, came here that year and remained postmaster till 1853. He had a stagehouse on the old Chicago road that ran through his farm.

After Calumet was platted, the name Coffee Creek was still used for the village. "Coffee Creek (Calumet village) is a post village of Porter county on the Michigan Southern and Northern Indiana railway with population of 500." (Indiana State Gazetteer and Business Directory, 1862-63).

FIRST SCHOOL

Alexis Pravonzy, Chesterton's only early Russian, taught school at Coffee Creek for one term in 1833-34. It seems he also sold whiskey to the Indians. He disposed of 11 barrels of the firewater one winter and only one Indian lost his life. The Russian himself eventually met his death from stabbing with a cheese knife.

In early years Calumet or Coffee Creek was known as the Forest City. It is said that a squirrel could hop from branch to branch of trees between Calumet and Valparaiso without alighting.

PLANK ROAD

Calumet Road in Chesterton used to be known as Valparaiso street, and before that as the Plank road. Wood was plentiful and made handy road material. A plank or corduroy road was built between Calumet and Valparaiso on to City West and was used about seven years until it began to wear out. It was never rebuilt because by that time the railroads were becoming the chief means of transportation.

MAU-ME-NASS

Mau-Me-Nass, a Pottawattomie squaw, shows as the first owner on many land deeds in Chesterton. She received the land from the government through a treaty. It passed on to her father, Pier Moran, a half-breed, and eventually to the Thomas family. The "mother" of Chesterton is therefore an Indian squaw.

FIRST MERCHANTS

Parts of residences and old wooden buildings are all that remain of old Calumet. Among them are Eschenbach's hotel,

BRUNK'S

CHESTERTON DAIRY

and

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Chesterton, Indiana

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a hotel early in its latter history, and the Thomas Wiesemanns' Resale Stand where Dr. Hiram Green had a drug store. He was a civil war veteran and a prominent citizen of early Chesterton. Horace Pratt, blacksmith from Calumet, was the first merchant to advertise in a newspaper, the Practical Observer, Valparaiso, 1854.

The M. Smith & Son building probably is the oldest mercantile location in Chesterton. The Thomases had a store there after 1850. Calkins Brothers followed in the 1870's. They also ran the sawmill, cooperage, and a washing machine factory. The Taylor Brothers were the subsequent proprietors of the store until it was damaged by fire in 1888.

In 1862-63, among Calumet's business establishments, were two saloons, hotel, two stores; also a doctor, station and express agent, four carpenters, and blacksmith (Indiana Gazetteer and Directory). Early merchants were L. B. Osborn, Jay Pinney, D. Hopkins and Martin Young. In 1868 J. B. Lundberg came to town as a cabinet maker and built up a prosperous furniture and undertaking business. He was a very influential citizen of Swedish descent, the first licensed embalmer in the state, and president of the first town board after the incorporation of 1899.

UNDERGROUND RAILROAD

Schuyler Colfax, Indiana statesman and vice president under General Grant after the Civil war, gave a speech in Calumet in 1854. The underground railroad had a station in Porter county at the site of Soule's restaurant on U. S. 20. Henry Hageman, an elder of the Methodist Episcopal church in Calumet, also hid runaway slaves at his house. The negroes had hiding places in the sand hills before escaping to Detroit and Canada.

The young men of the township who went to the Civil war took the train at Salem Crossing, now Otis, to southern Indiana military camps. It is estimated that one in four of Calumet's sons who fought in that war lie buried in southern fields. Over 100 veterans are buried in Westchester township cemeteries.

INCORPORATION

Chesterton has the rare distinction of

Tremont Inn

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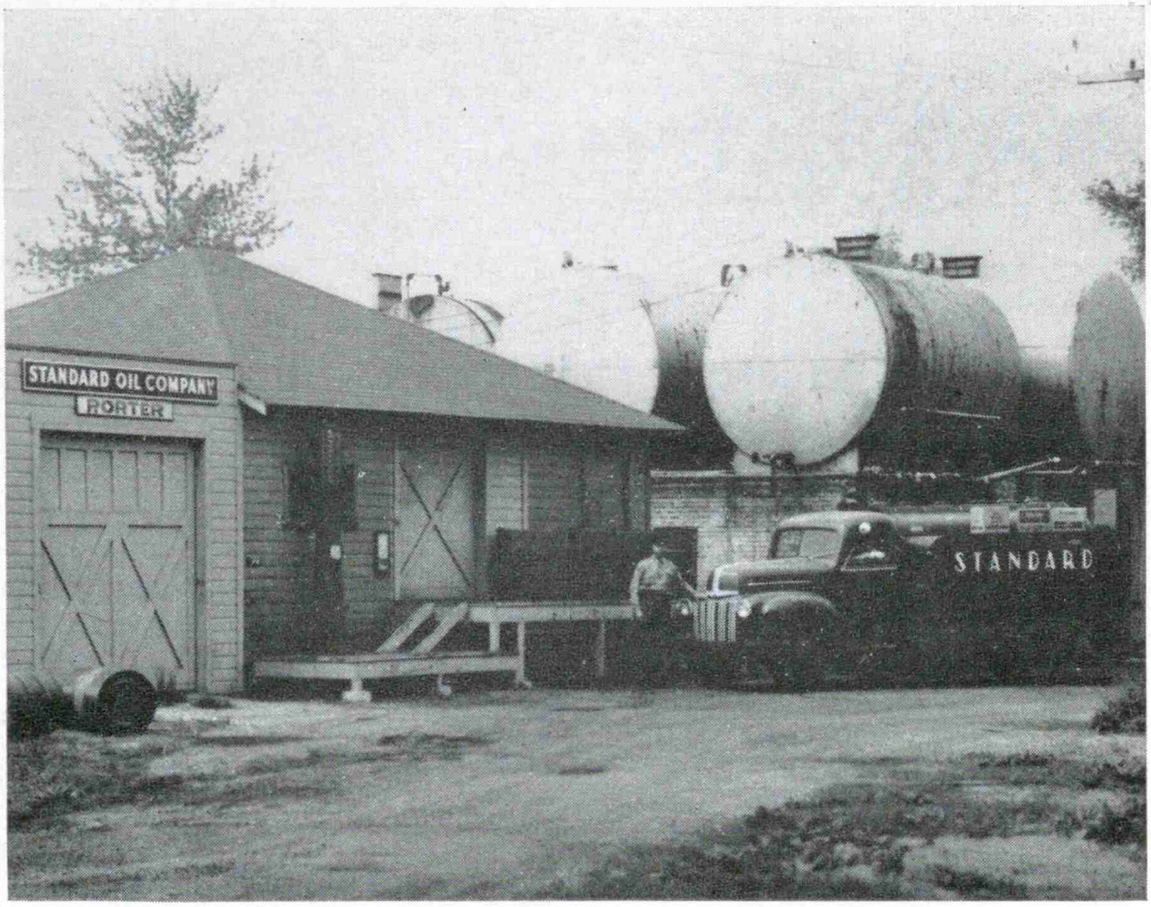
Beer Served in Dining Room and Tavern



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having been incorporated twice. The first town was incorporated on October 5, 1869.

"At four o'clock (Oct. 5, 1869) Calumet, alias Coffee Creek, expired without a struggle or groan. Chesterton now hoists her banner to the breeze where Calumet went down. Property had advanced and the friends of law and order are jubilant. The vote stands 45 for and 2 against. We live in joyous expectation of the time when the pert little village of Valparaiso will also be included within our corporate limits." (John, in the Porter County Vidette).

John does not say who named the newborn town and why. The name probably came from the name of the township, Westchester. There are too many Westchesters that are post offices in the U. S. A. but for years there has been only one "Chesterton," our own town.

The first incorporation lasted until 1878 and ended with a debt; the town had too small a corporate limit and could not raise enough taxes to maintain itself. There was only half a mile of railroad in the new town. However, one change held over from the first incorporation, the name "Chesterton." Tradition says Calumet was changed to Chesterton because of another Calumet on the railroad in Illinois.

FIRST NEWSPAPER

Despite the setback caused by the attempted incorporation, Chesterton grew. In 1880, C. O. Hillstrom brought his organ factory from Chicago to Chesterton

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Home Furnishings, Appliances, Juvenile Furniture

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  Open stock Bed Room, Dining Room.
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- CHROME CRAFT —HOWELL
  Chrome Dinettes
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  Beauty Rest Mattresses, Complete Bedding Line, Hide-A-Bed and Sofa Beds.
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JUVENILE FURNITURE

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and made it the main industry here. Many of his countrymen from Sweden worked for him. The factory was located on Broadway across from Harvil's Studebaker service, formerly Mr. Hillstrom's residence. The coming of the piano at the turn of the century brought decline to the organ industry, but in its day, Hillstrom's made about 35,000 organs, which were sent all over the world. The factory at one time employed 30 men and made 18 organs a week. It also made piano stools.

The Porter brickyards were booming. Times were good in Chesterton and Porter. The merchants wanted a newspaper and in 1882 M. Mikels, a lawyer from Bourbon, Ind., began the weekly Chesterton Tribune. It lasted about 35 issues, and was assisted by local talent. As part of the roseate future, Mr. Mikels predicting for Chesterton, saw possibilities in Coffee Creek; "All the water that factories would want would be on hand. Factories could be located between Chesterton and Hageman and when the movement was once begun it would in all probability continue until the two towns —Chesterton and Porter—became one city."

Arthur J. Bowser, a young newspaperman from Valparaiso, was requested by local merchants to take the defunct Tribune in hand. He accepted and made it a success. He can truly be said to have founded the newspaper in 1884.

His first impression of Chesterton was as follows: "Chesterton never was born. Chesterton just happened. I am talking of the original town. The early fathers squatted down wherever it was most convenient and lived and died. With a mill pond to fish out of on one side and a railroad woodpile on another, they just got between and lived happily. I don't know how the roads happened to be where they are. Maybe they originally were paths made by the cows or deer. No surveyor could have laid them out. The business houses of Calumet road are strung along a bank of what was once a millpond. The lots were laid out to what was then called high water mark." (Musings, 1922).

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Chesterton

THE BOOM

Chesterton has several neighborhoods with local names such as Stringtown, Pinney's Park and Morgan. The largest is known as the Boom and represents the efforts of several early citizens who attempted with the aid of outside capital to develop Chesterton and Porter. Chesterton's greatest growth in modern times occurred in this area, which is west of Fifth st. and extends to the town limits on 23rd st. A few years ago there were no houses on Ninth st. Now the area is nearly filled to Fifteenth st. The part of town west will be filled as soon as sewage facilities are installed.

Arthur Bowser, who made The Tribune one of the most prominent weeklies in Indiana in the 40 years he was editor, served a term as state senator. He had always as his special concern, the bringing of progress to Chesterton and Porter. He centered his efforts on the Boom. He visualized Porter, because of its location, as the future city of Westchester township. It is still an important railroad center and has plenty of acreage for factory sites. Four additions were platted on the Boom, owned by the Porter Home Investment Co. They are still known as additions to the Town of Porter, though at the time they were laid out Porter was not incorporated.

He interested Chicago capital in his plan and the real estate company brought out excursion trains to the Boom on week-ends. Factories were encouraged to settle on the Boom. Porter avenue was to be the main street of the new city. Mr. Bowser felt so confident about the scheme that he built a new Tribune building on the avenue and published the Porter Tribune.

The new city would most likely have been a fact but for the panic of 1893. One by one, the factories closed and left town. The selling of lots stopped. The dream city was no more. In the next decade the investment company reorganized but the glow of the dream had faded. It is estimated that more than a million dollars went into this development of the Boom.

An attempt to promote Mineral Springs

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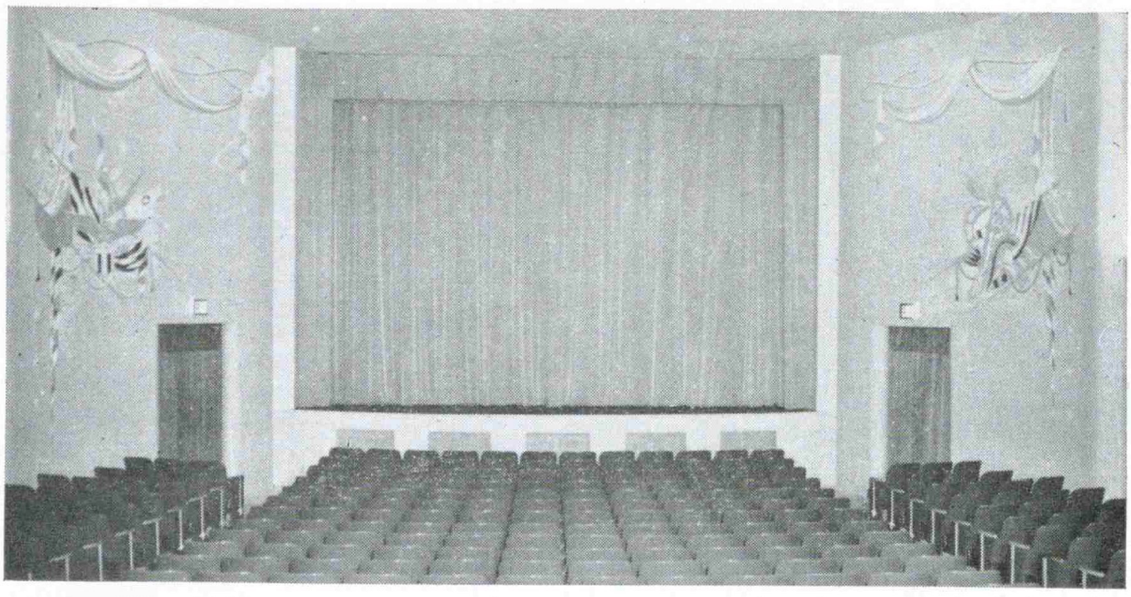

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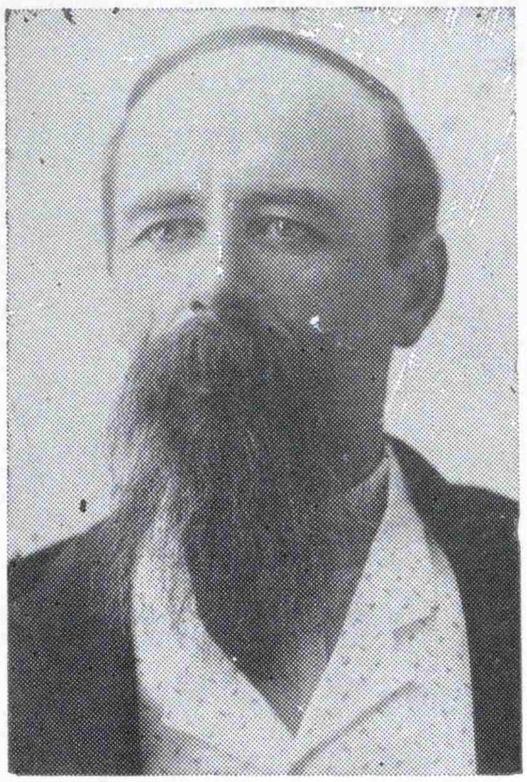
as a watering place or spa also failed. We now have a road named Mineral Springs and an eating place called The Spa as reminders of the project. A race track of the same name, promoted by Chicago gamblers, also failed after Governor Tom Marshall of Indiana called out the state militia in 1912 to close it down.



JOHN B. LUNDBERG

SECOND INCORPORATION IN 1899

Chesterton, after the Boom, still remained the important business center in North Porter County. The Tribune was again published down town. Agitation for incorporation was strong in the decade before 1899. The area was becoming lawless and unsafe for Chesterton's citizens. The dunes were a haven for criminals from the Chicago area. County peace officers were not able to keep order. Fights were frequent. Chesterton had a celebrated gunfight in 1884 in a saloon where Flannery's is now located. It took place between several local merchants and a telegraph construction gang. In 1892 the Wabash railroad workers came to town one Saturday night and fought with townspeople in the down town area, until J. B. Lundberg quelled the disturbance when he shouted: "Stop in the name of the law." But Ches-

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terton never hurried. It was not until May, 1899, that it was incorporated. Mr. Lundberg was chosen as president of the new town board. Mindful of the failure of the 1869 town, the 1899 planners were careful to take in enough territory for raising the necessary taxes.

Incorporation was a shot in the arm for Chesterton. Sidewalks were laid. Roads were improved. The disastrous fire of 1902 put in ashes the business district from Krieger's saloon, (now Towne Bar) on the east side of Calumet south to what is now Ericson's Standard service. The business houses were wooden and burned easily. But new brick buildings replaced them and brought modernity and beauty to our business district.

In 1911, The Tribune could boast that incorporation had brought many modern improvements to town; electricity; improved roads and sidewalks; interurban transportation to nearby cities and towns. Chesterton had two telephone exchanges: the Northwest Indiana in the Smith building; the Portage Home in the Johnson building. A sleet storm ruined the latter, mostly rural subscribers. The former was finally amalgamated with Indiana Associated Telephone in 1937.

GARY IS BUILT

The city of Gary was established in 1907 on the shores of Lake Michigan in Lake county, as an ideal place to make steel. As early as 1911, the Lake County Star said that Gary would soon rival Chesterton in population and that our town would become the main residential section of the new city. This may now not seem a startling prediction but in 1911 it was news to many who were accustomed to regard Chesterton as the most important trade center between Chicago and Michigan City. After World War I, Chesterton had a shortage of houses. This was nothing new. Almost every year of the files of The Tribune shows a similar shortage. People have always wanted to live in Chesterton. The Chesterton Rural Loan and Savings Ass'n. came into existence in 1920 to meet the housing shortage. Morgan Park began to fill up with new residences. The water system was im-

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GARY SUBURBAN LINES
CHECKERWAY CHARTER COACH CO.

10 Washington Street, Valparaiso, Indiana

This is typical of a street scene in Chesterton. Many of its residential blocks are shady with trees as are shown here in Morgan Park. These are Swedler Maples.

proved. Sewer systems were installed. The new high school was built in 1922. A WPA sewer came in 1938, known as the 8th street sewer.

The 1929 depression hit Chesterton as it did other towns. Factories closed. The Chesterton State bank was one of the few banks in Northern Indiana whose doors never closed. Warren R. Canright bought The Chesterton Tribune in 1928, and has had it ever since.

Calumet road was paved and became part of new state road 49 which ended on the beach of Lake Michigan three miles north in the new Indiana Dunes State park. Broadway was paved and lengthened.

Outside of town, highways 12 and 20 were built to the north and U. S. 6 to the south. In 1921 the Chesterton library began as a township project and branch of the Gary library.

The Wilbar Mfg. Co. came to Chesterton in 1930 and is still here, having survived a fire early this year.

With the coming of World War II Chesterton was helping win the war. Men and women in service put the town in national headlines.

New organizations were set up and became very popular. The Retail Merchants' Ass'n., started in the 1930's, year by year became more active. The Lions club started in 1933, celebrated its 15th anniversary in 1948. A Chamber of Commerce which was begun in the 1920's did not take hold.

After World War II, Chesterton re-captured some of its old time prestige. Two dress factories, a plastic sign factory, several machine parts factories, new garages and stores were established. The factories have a combined payroll of about 500.

Since 1946, the number of rural routes has been increased from two to three. House to house postal delivery was begun in 1948. It is estimated that Westchester township has considerably more than 8,000 population with more persons living on rural routes than in either Chesterton or Porter.

Chesterton in 1960 may be the largest community in Porter county if the present trend in increase continues. Chesterton's population is now estimated at 3,000.

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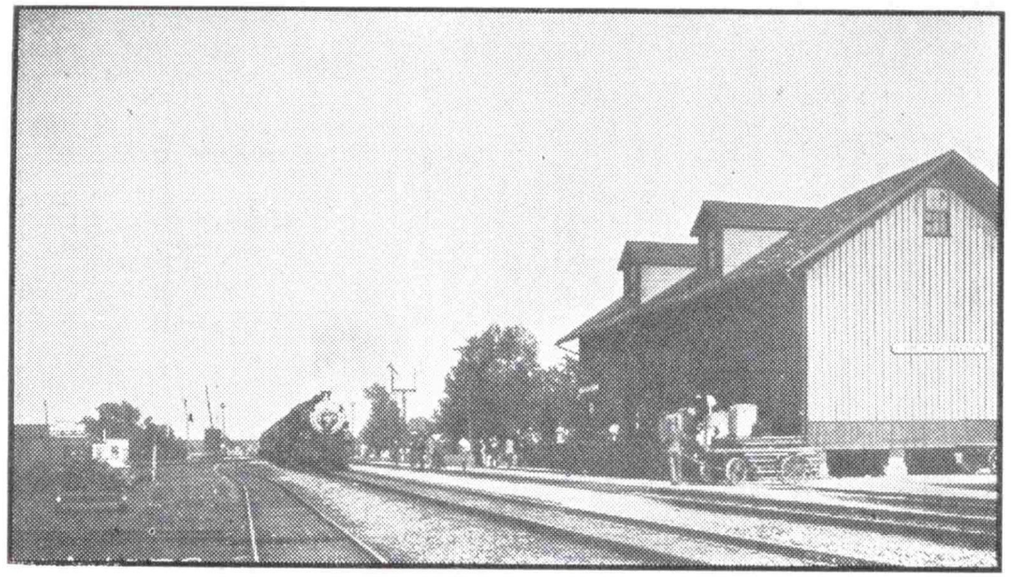
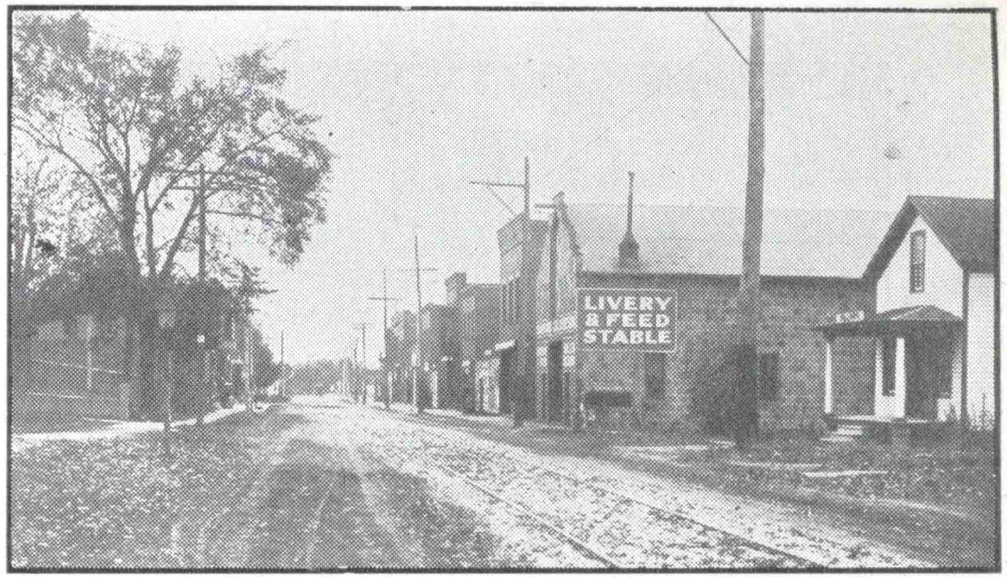


Then—The New York Central Depot

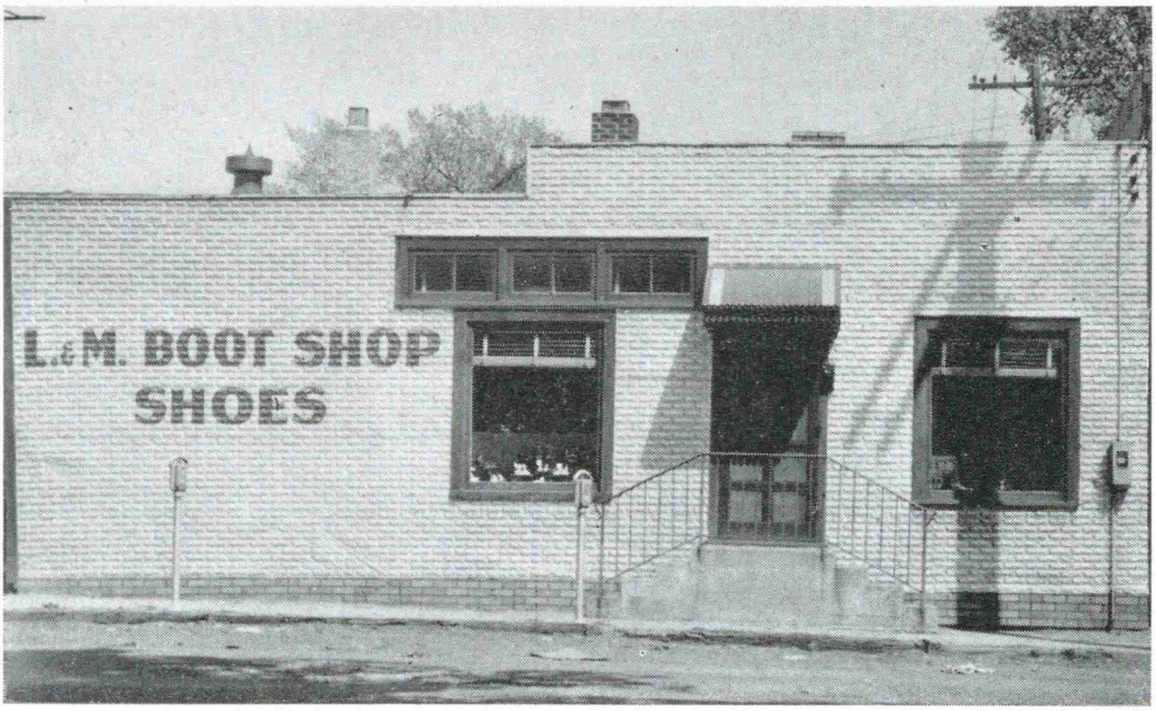


Then—Calumet Road Looking North From Indiana Avenue

Now—Broadway Looking East From Second Street

So slight are the changes made in everyday life that we give them hardly a second thought. Then suddenly we are brought face to face with the contrasting then and now pictures such as these. Only then do we realize how rapidly Chesterton is progressing. And even as you look at the latest pictures you will discover changes that have occurred since their taking

Now—Calumet Road Looking North



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OUR FINANCIAL INSTITUTIONS

The Chesterton State Bank which is still at the old stand on Broadway was organized in 1890 by Joseph Gardner of Valparaiso and George C. Morgan of Chesterton. After the death of the latter in 1895 Charles Jeffrey from Valparaiso was taken into the firm. In 1902, he and Edward Morgan, son of George Morgan, became sole owners.

Present officers are Edward Morgan, president; J. Oliver Johnson, vice president, and John Read, cashier. The directors are the above officers and S. Robert Morgan and Mary B. Morgan.

The Porter Bank was organized in 1920 by John Kemp and John A. Bescherer. The original members of the board of directors were: Fred Sievert, C. E. Jacobson, A. F. Busse, John Kemp, E. A. Wilson, N. A. Samuelson, Herman Wagner, F. H. Brockmiller and C. W. Nelson. The first officers were A. F. Busse, president; E. A. Wilson, vice president, and John Kemp, cashier. Mr. Busse passed away after a short time and the officers became: E. A. Wilson, president; John Kemp, vice president; and C. W. Wright, cashier. Later cashiers were James and William Givens.

The present officers of the bank are: John A. Bescherer, president; Herman G. Kempf, cashier; Virginia Hokanson, assistant cashier; directors, J. A.

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Bescherer, William Givens, Alvin Hokanson, Herman Kempf, and Mox G. Ruge.

Chesterton Rural Loan & Savings Association was organized in 1921 by Joseph H. Ameling, Arthur O. J. Krieger, Marion P. Brummitt, Hallard A. Flynn, Harry R. Smith and Charles W. Jensen, who with Hjalmer F. Carlson, served as its original directors. The present directors of the association are: Marion P. Brummitt, Harry R. Smith, Hallard A. Flynn, John G. Johnson, Patrick J. Flannery, Mox G. Ruge and Vernon Bartels. Its present officers are: Marion P. Brummitt, president; Harry R. Smith, vice president; J. F. Pillman, secretary; Marjorie Dale, assistant secretary; Mox G. Ruge, attorney.

WESTCHESTER AIRPORT

Westchester has one airport; it is owned by Sylven and Siverd Bodin and located on the Mosquitotown road a mile east of the State Police Barracks. It was established in 1948 on a tract of 78 acres and has a hangar 40 by 40 ft.

HORSESHOE CLUB

The State Park Horseshoe Club's park is located at Broadway and Fourth St. The area is well kept. The main courts have concrete pitching platforms and connecting walks, surrounded by green turf, and are fenced in and equipped with lighting for evening play. Additional facilities include an outdoor fireplace, picnic table, croquet court, flagpole, ladies' and children's horseshoe court. The club was founded by Verne L. Vedell and Frank W. Roscoe in 1942.

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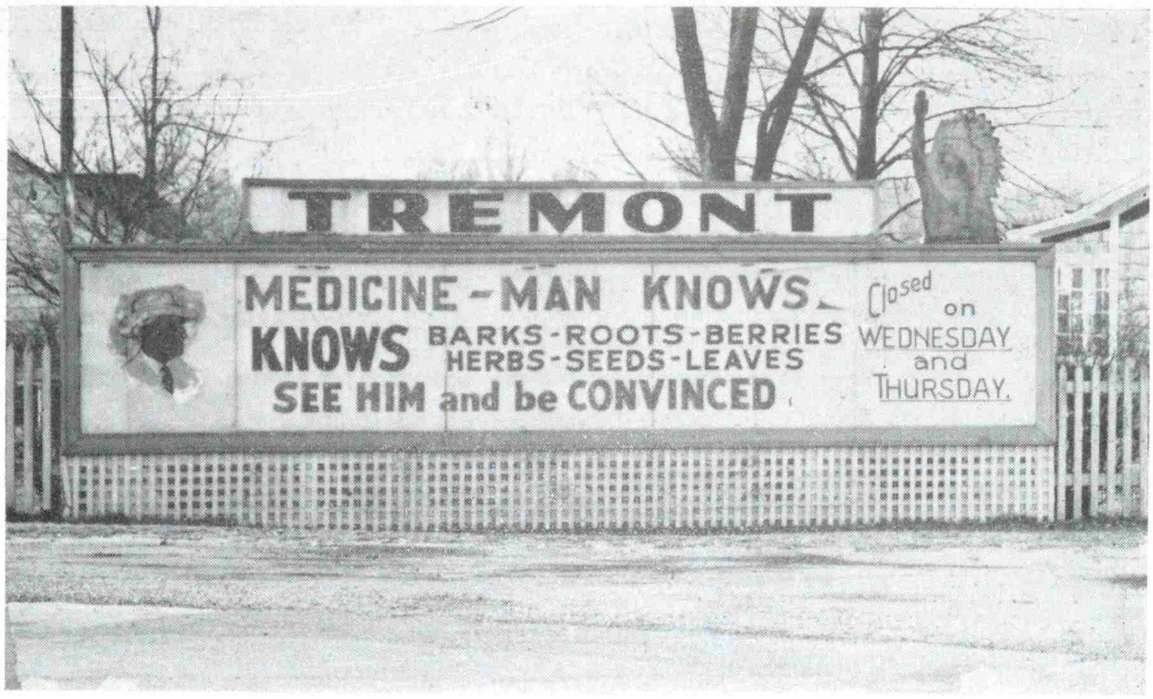

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For all correspondence

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R. A. BERCIER

Secretary-Treasurer

R. R. 3, Box 169

Chesterton, Ind.

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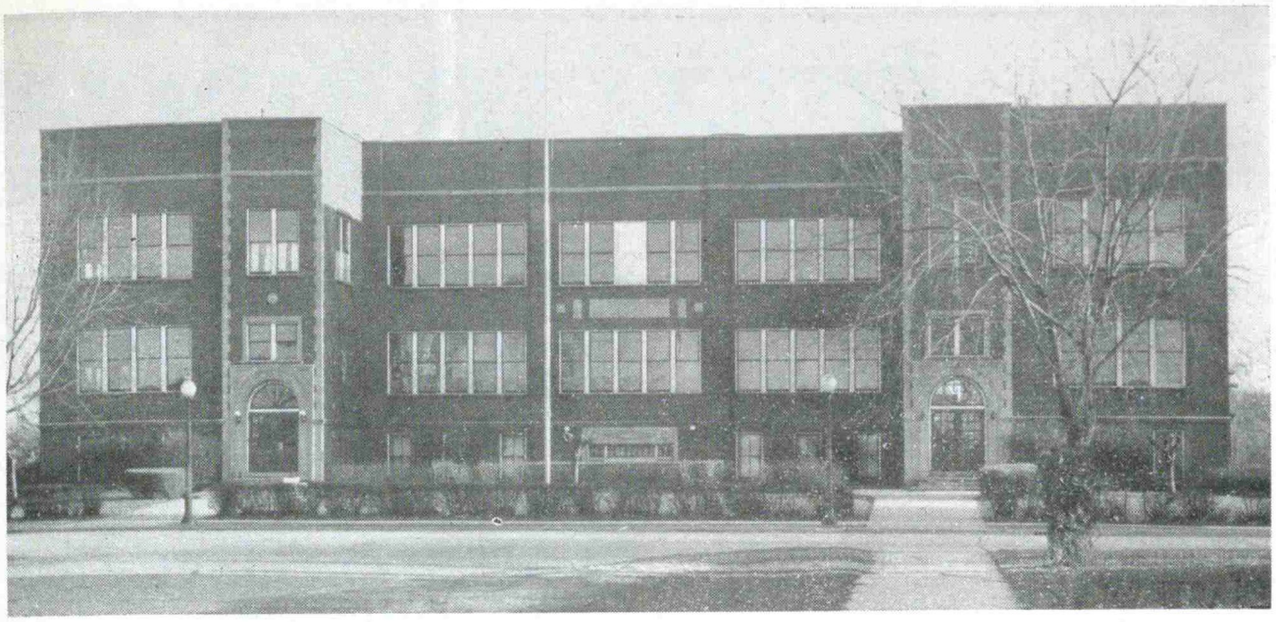
Their remedies are barks, roots, herbs, berries and seeds.

Don't be without your medicine. Send back the label or the correct name of medicine needed, and we will ship it to you at once. If I help you tell your friends; if not tell me. During my absence tell my assistants your ailments and knowing my remedies they can help you.

Take Rt. 12 (old 49) 45 miles from Chicago, 17 miles from Gary, going east. Coming west 9 miles from Michigan City on Northwest corner at Tremont, Ind. For your convenience this winter take the South Shore; get off at Tremont, going east. Coming west, take the South Shore from South Bend to Tremont.

OPEN EVERY DAY EXCEPT WEDNESDAY AND THURSDAY FROM 9 A. M. TO 5:30 P. M.



CHESTERTON HIGH SCHOOL

Our Schools

The first school in Chesterton was the old Red Schoolhouse, erected in Brown's field by the Irish Catholics and largely paid for by $2,886.83 left as a bequest by Mrs. Rose Howe. It had two stories with one room in each and was painted red, hence the name. Church services were held there. In later years part of the small frame building was used as a coal office.

The first public school was erected probably about the time of the platting of Calumet in 1852. It was a small frame building located west of the present grade school. During the first incorporation of Chesterton, formerly Calumet, between 1869 and 1878, citizens complained of its rickety condition. A second structure, of brick, was built around 1880 by George Morgan, trustee.

The high school began in 1890 and was housed in the grade school. Considerable improvements were made after a fire in 1911. The present high school was built in 1922.

The first Porter grade school was a small brick structure located east of the present school and built when the brickyards were established in Hageman. The oldest school in the area was built in Old Porter and was a frame structure between the present Nelson and Peterson properties. The present Porter school was built in 1887. Westchester Township once had ten district schools. Salt Creek was consolidated with Porter school in 1892. Other schools were Furnessville, Waverly, Baillytown, Mosquitotown or Newberg's, Old Porter, City West.

The present St. Patrick's school was built in 1902 and most of its cost was met by a donation from Miss Frances Howe. The School Sisters of Notre Dame began teaching here the same year. The first regular parish school was held in two rooms in 1887, one of which was in the basement of the church where the blackboards still remain.

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- Half and Half
- Butter
- Eggs
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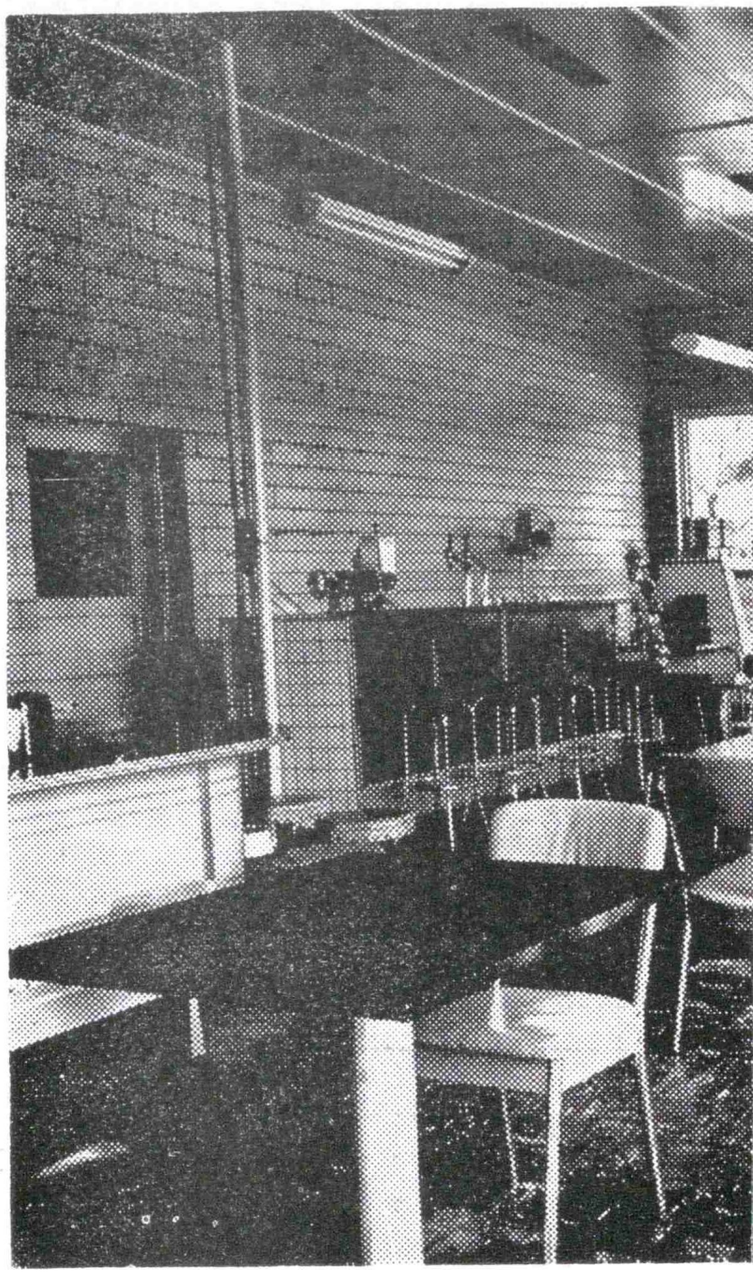

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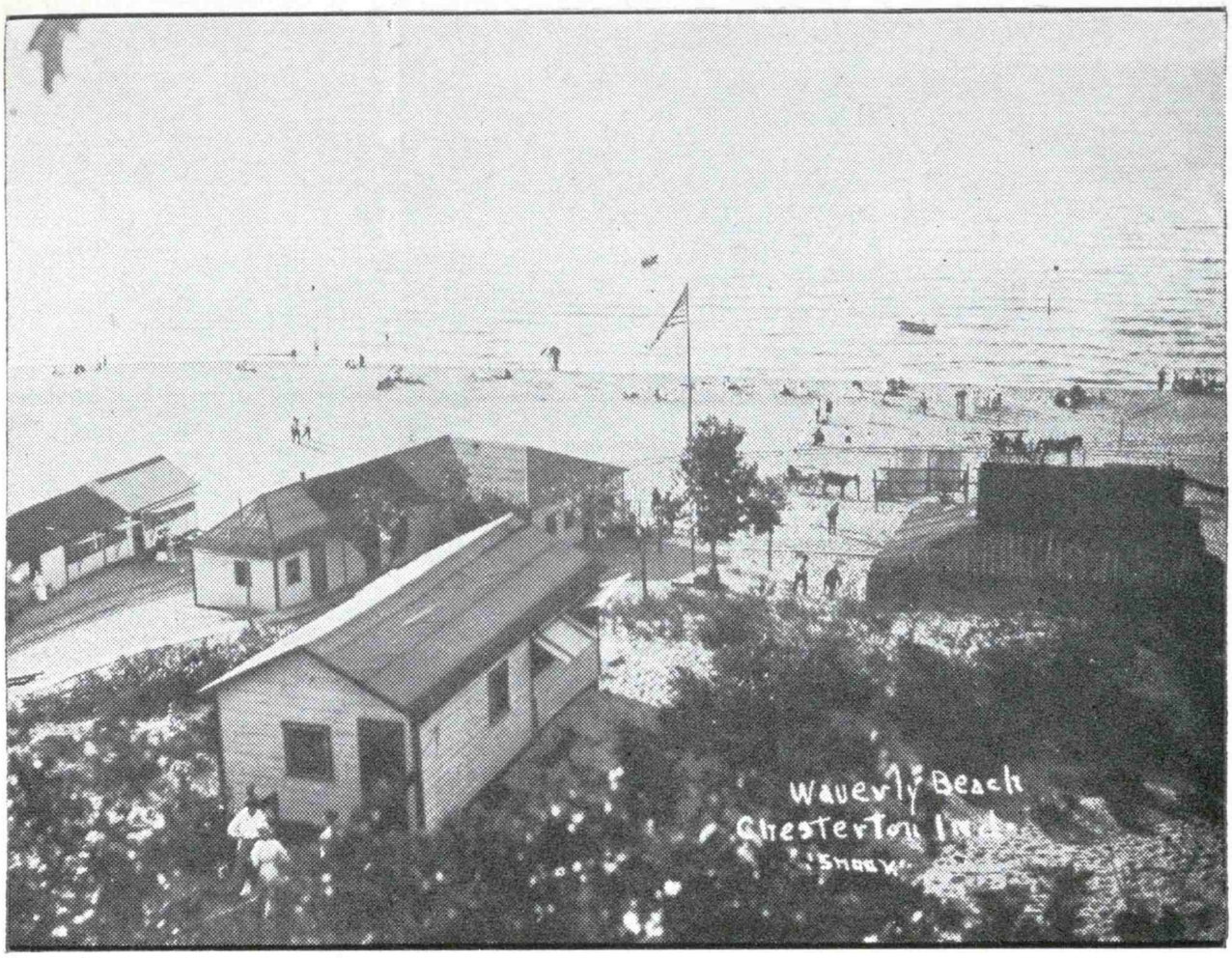
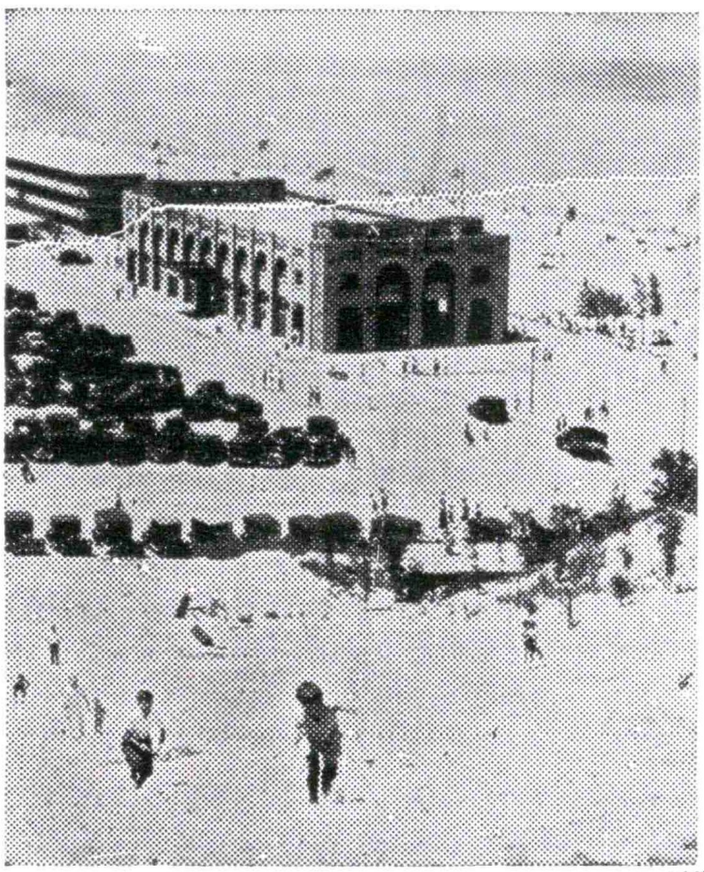
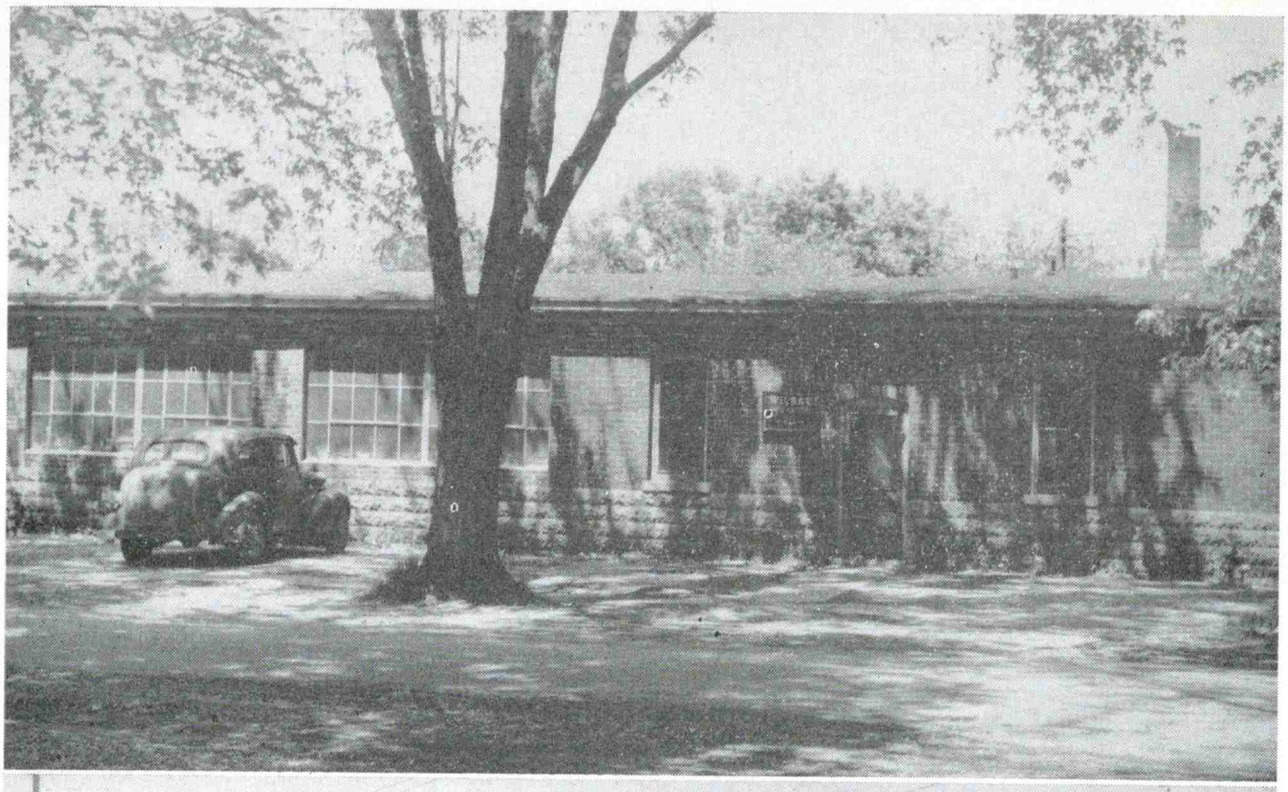


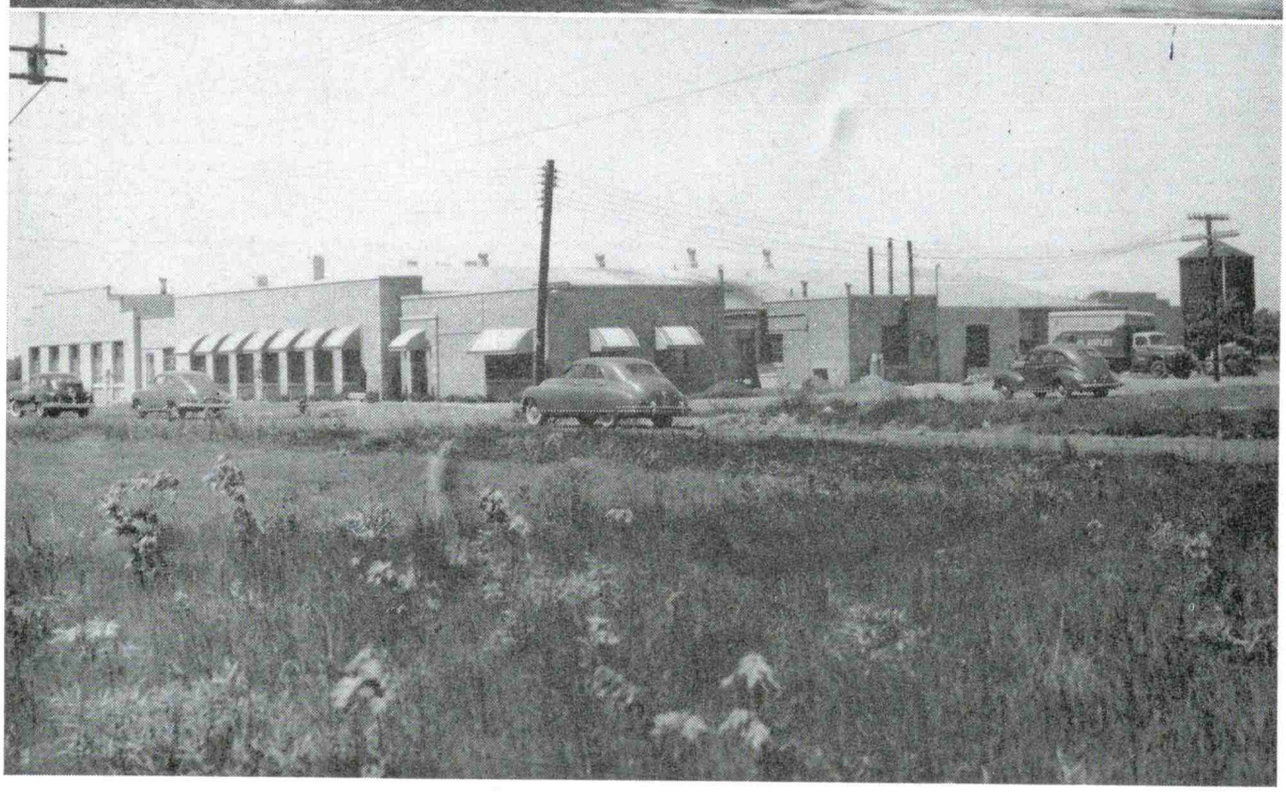
Then—Waverly Beach, Favorite Spot of the Local People



Now — Favorite Spot of Everybody

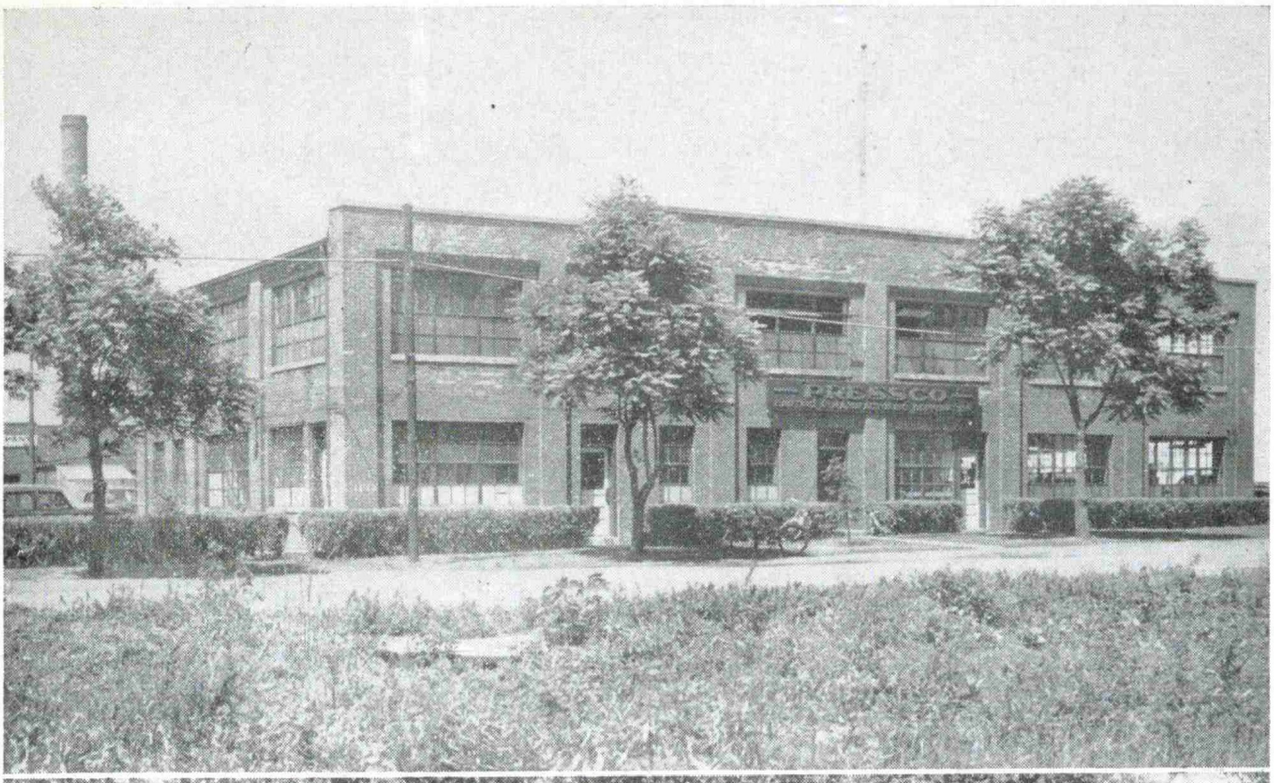
From Waverly Beach to Indiana Dunes State Park. From rambling wooden cottages to modern stone buildings. From hundreds of people to thousands. From horses and buggies to automobiles. Shifting sands, wild winds, cold, snow and ice have changed the recognizable landscape. But it's the same relaxing vacationland now as it was then. Here at the Dunes you can find the natural wilderness practically the same as it was in the days of the Indian and before. Here such beauty is found by peoples from all over the world every summer.

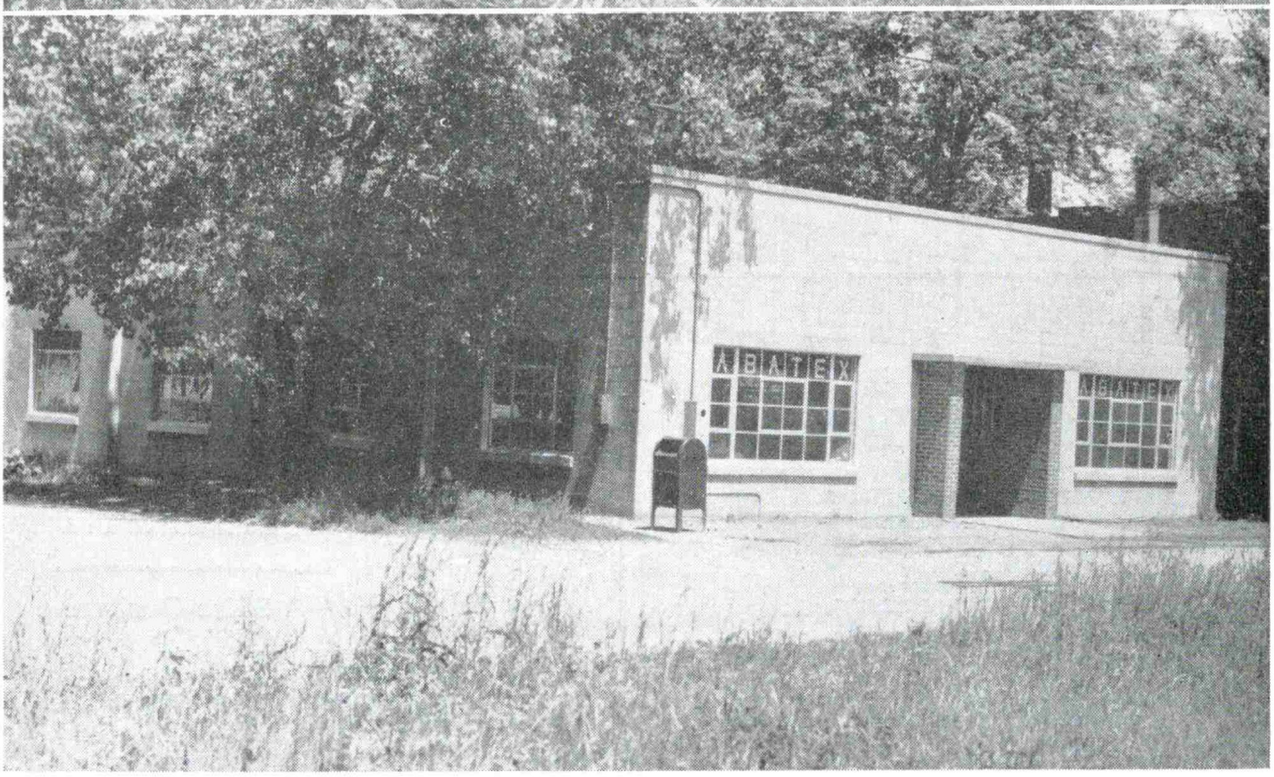




Above: Wilbar Mfg. Co.'s office and machine shop on Park Ave. The Anderson brothers—Herbert, Elmer, Ralph, Philip, and William—came here in 1930 from Ogden Dunes and started in the old Ameling mill at their present location. They manufacture various metal articles, including automobile visors. They added a new addition in the late war, which was burned out early in 1949, but has since been rebuilt. "Wilbar" is named after Wilkes-Barre, Pa. where the Anderson brothers originate.

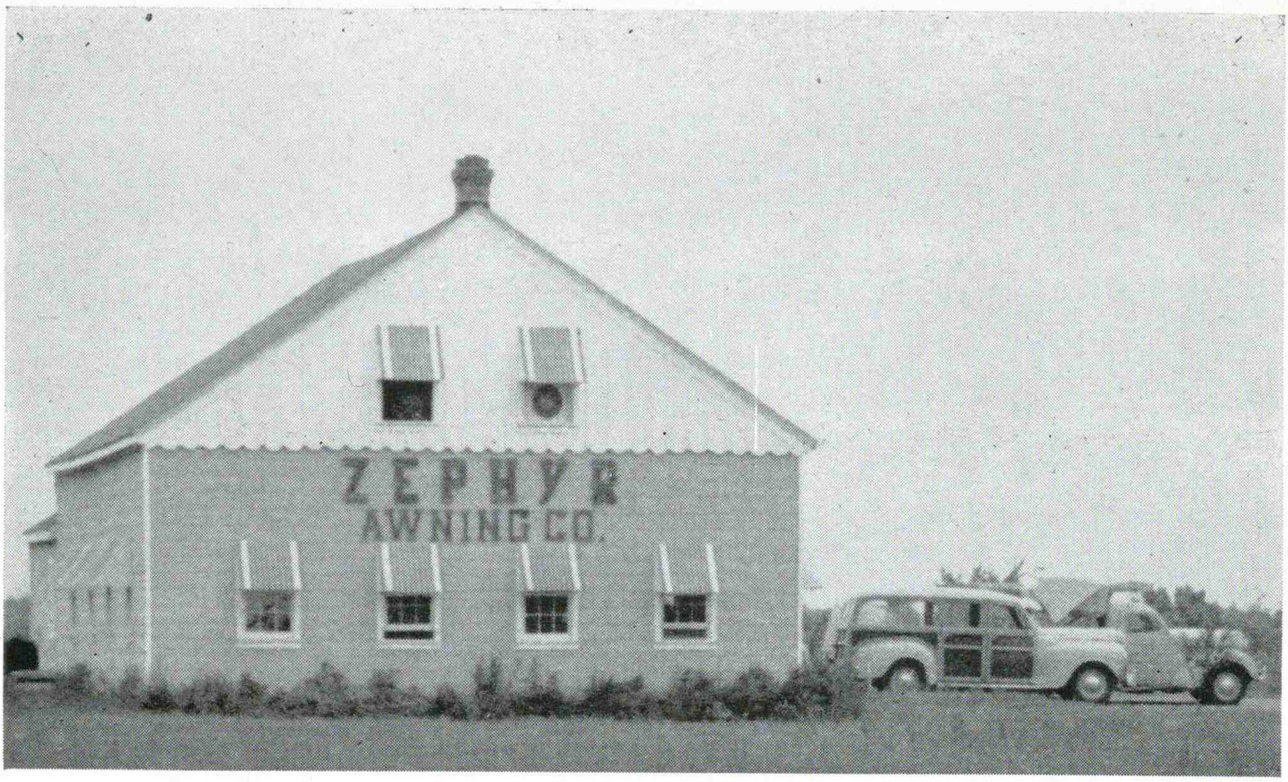
Below: The Raymond M. Price & Associates factory is the newest industry to be established in Chesterton. Since it began in 1947 it has put on several additions. It makes plastic signs for national firms, and has a payroll of more than 100.





Above: The Old Chinaware factory on West Broadway is the largest industrial block in Chesterton and has been a factory area for many years. John Saidla at one time had a screw machine plant on the first floor and a skating rink on the second. Pressco Castings & Mfg. Co. has been in the front wing since 1947, making metal castings; Par-A-Mount Tool & Manufacturing Co., tool and die makers, share part of the wing with Pressco. In the back wing is the E. J. Basler Co., which makes screw machine products.

Below: Earl Johnson and Clifford Krone, his son-in-law, own and operate the Abatex Mfg. Co., which makes dresses. Their new building on Grant Ave. was erected in 1948 and they have a branch factory in Westville. They were formerly located over the Chesterton Cash Market on Calumet Road.



Zephyr Awning Company, making wooden awnings, is located on old 49 just north of the Michigan Central overhead. It is owned and operated by Ray Palo.

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ORGANIZATIONS

(Note: Chesterton has many organizations ranging from the oldest, the Freemasons, to the Junior Rifle Club, recently begun. Mentioned first are those with regular meeting places.)

Chesterton Retail Merchants' Association.
American Legion Post, No. 170, and Auxiliary ..... 517 Broadway
Free & Accepted Masons, Calumet Lodge No. 379 ..... 119½ Calumet Rd.
Daughters of America, No. 70 ..... Porter Town Hall
Knights of Pythias ..... 139½ Calumet Rd.
Carpenters' Union No. 113 ..... 517 Broadway
Junior Order of United American Mechanics No. 92 ..... Porter Town Hall
Junior Rifle Club ..... 517 Broadway
Order of Eastern Star ..... 119½ Calumet Rd.
Phebe Rebekahs ..... 134½ Calumet Rd.
Veterans of Foreign Wars, Memorial Post 2511, and Auxiliary, ... Porter Community Hall
Odd Fellows, I. O. O. F., Chegemink Lodge ..... 134½ Calumet Rd.
Beta Gamma Upsilon Sorority
Boy Scouts, Porter Troop 28, Chesterton Troop 29, Cub Pack 290
Business and Professional Women's Club
Chesterton Cemetery Association
Civic Association, North Porter County
Conservation Club, North Porter County
Delta Theta Tau Sorority

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Telephone 2345

Thomas C. Hall, M. D.
PHYSICIAN AND SURGEON

Office Hours:
2 to 4 p. m. 7 to 8:30 p. m.

No hours Thursday afternoon or evening except by appointment

ORGANIZATIONS

Duneland Historical Society
Girl Scouts and Brownies, 8 Troops, Chesterton and Porter
League of Women Voters, Westchester Township
Lions Club ..... Office 107½ Broadway
Music Parents Association, Westchester Township
Parent-Teacher Associations, Chesterton Grade, Chesterton High, Porter Grade, Westchester Township council, and St. Patrick's.
Porter Boosters Club
Porter Victory Club
Woman's Club
Woman's Benefit Association

Furnessville was founded in 1861. It was once a flourishing strawberry center.

The great Porter train wreck occurred in 1921.

Chesterton's naming and numbering system of streets was adopted in 1919.

The Home Water Company was organized in 1907.

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COMFORT OUR SPECIALTY

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2235 W. 11th
GARY, IND.

Chesterton's Town Park

Chesterton has a splendid outdoor recreational program, centering around the nine-acre tract of ground on 5th Street between Morgan and Porter Avenues, purchased by the town board at the close of the year 1937.

In the park are a lighted and tiled softball field, said to be the finest in northwestern Indiana, playground equipment for younger children, shuffleboard courts, tennis courts, a council ring for Boy Scouts, and a picnic area with outdoor fireplaces.

The park came into being as a result of a movement started by the Chesterton Woman's Club, which urged the purchase of the Haslett tract adjoining the high school, the last remaining centrally located tract of sufficient size for the purpose. To administer and develop the park, the town board appointed a park board consisting of Mrs. Roy A. Sherwood, Mrs. Charles O. Witfong, Thomas W. Weisemann, Hubert S. Barnes, and Roy C. Hubbard. At the first meeting, Feb. 24, 1938, in the Sherwood home, Mr. Weisemann was elected president; Mr. Hubbard, secretary; Mrs. Sherwood, treasurer.

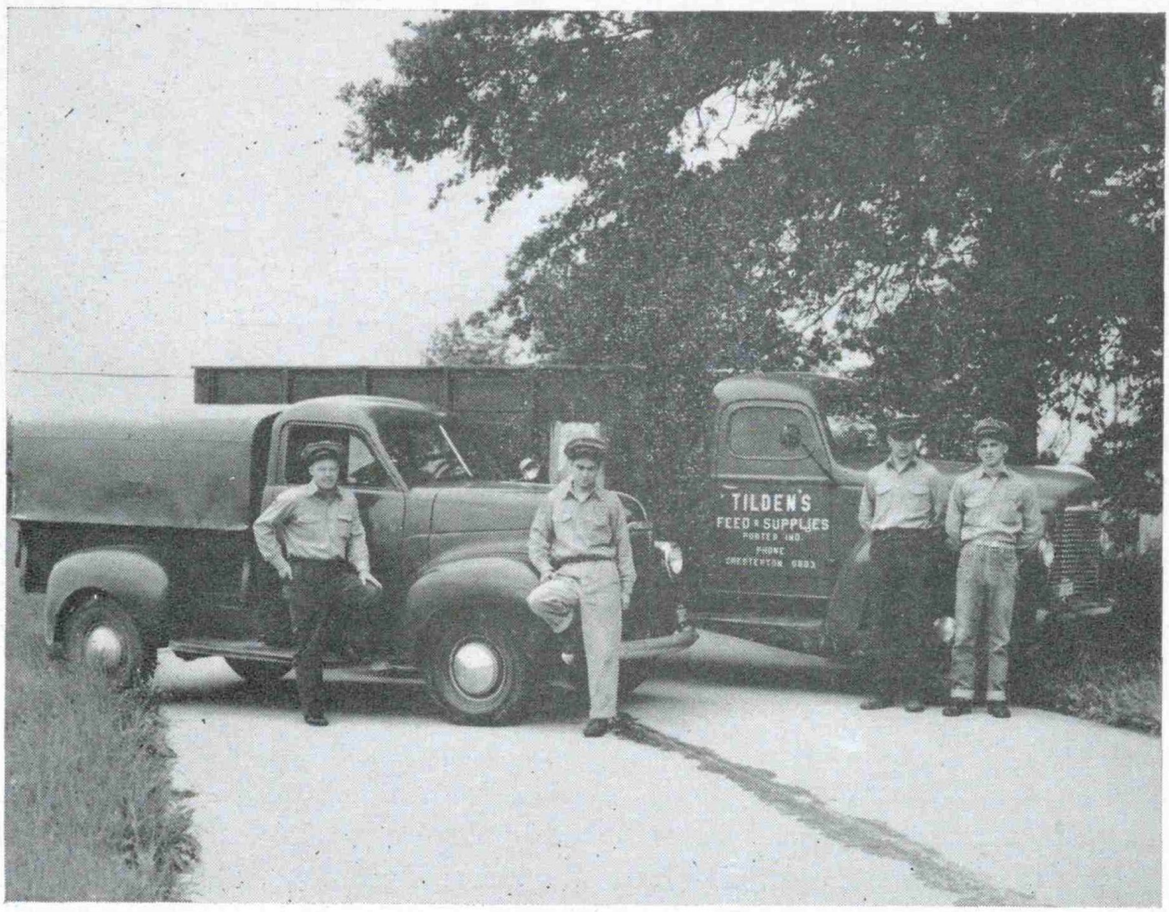
Ordinance No. 539, passed and adopted by the town board on Sept. 22, 1944, set the term of office of each member at five years with one member retiring each year. Succeeding park board members have been: Mrs. Ruth Miller, April 14, 1939; Warren R. Canright, June 3, 1942; Leslie Pratt, Jan. 1, 1945; John C. Read, Jan. 1, 1946; Lon Schneider, Jan. 1, 1947; Mrs. Warren R. Canright, Jan. 1, 1948; Mrs. Myrick Crampton, Jan. 1, 1949. Mr. Canright served as president from June 3, 1942, to Dec. 31, 1945, followed by Mr. Pratt, who is still serving.

In 1947 a supervised play program was instituted with Evar Edquist as supervisor, assisted by Miss Lois Hageman. They continued the program the following year and in 1949 Mr. Edquist and Miss Dolores Cawley were in charge. Frank Cook was appointed custodian in 1948 and 1949 and is working hard to beautify the grounds. The program has worked out very well and has attracted large numbers of boys and girls. Older people also are beginning to use the park and it is a distinct asset to a progressive community.

TILDEN'S FEED & SUPPLIES

Phone Chesterton 5803

124 Lincoln Street Porter, Ind.



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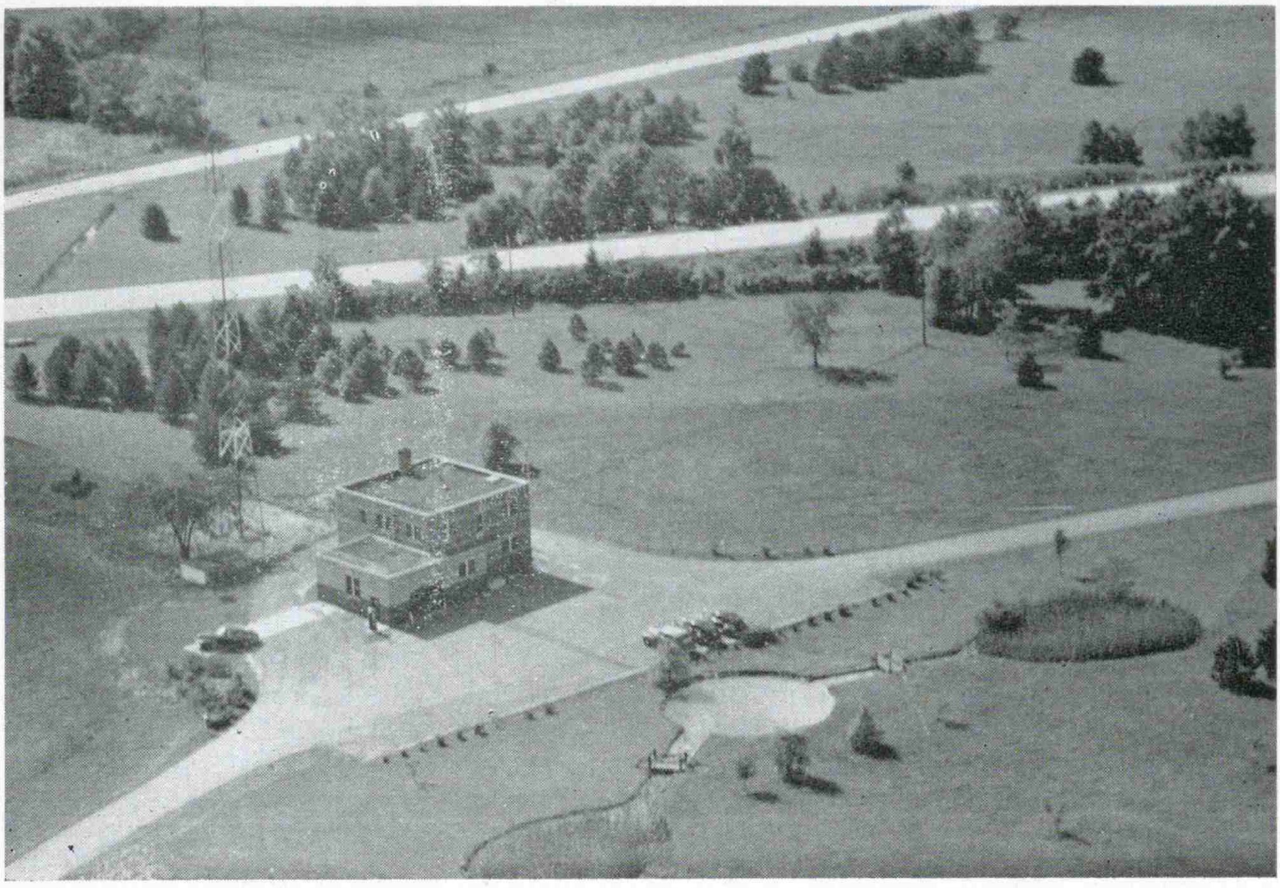
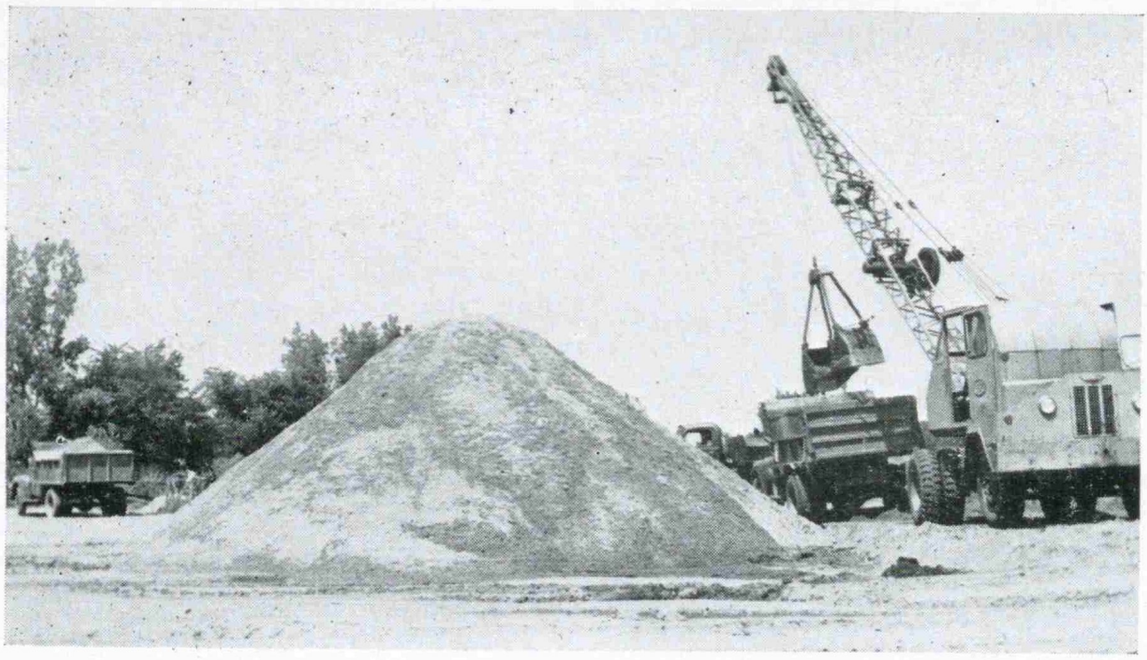


STATE POLICE BARRACKS

Post No. 1 of the Indiana State Police is located a mile and a half north of Chesterton at the intersection of U. S. 20 and State Road 49. It is one of the most important posts in Indiana and has six officers, 27 patrolmen, one clerk, four radiomen, two detectives, a janitor and mechanic. Lt. Robert Vinzant now heads the post, receiving his appointment in 1948. He came here in 1933 and later was promoted to sergeant.

The first barracks was established in Tremont with a force of 11 in 1933. It was relocated at Pines Cutoff, 1935-1936, and moved to present quarters in 1937, with 16 men, a clerk and a radio operator. It was built by WPA labor. The post is operating on regular radio frequency but will soon go on FM and put to use a 300 foot tower built in the spring of 1949. Presence of the state police in this area is of great assistance to the local police officers.



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- SAND & GRAVEL
- CINDERS, SLAG
- CLAY, BLACK DIRT
- CRUSHED WHITE STONE

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21st & Hickory Sts. Phone 4483 Chesterton

The Story of Porter

By Florence Busse Smith

(Editor's Note.—Mrs. Florence Busse Smith is a descendant of Henry Hageman, and also of the Busse family, pioneers of Porter. She has drawn from old family papers and from her own rich memory to give you the following history. She is a noted authority on home economics, and with her husband, Roy, lives in the old Beam mansion, erected by the head of one of the Porter brickyards.)

They tell us that Henry Hageman laid out the town of Hageman (now Porter) in 1871.

He lived in his farm homestead with his wife, Hannah, and children. When fire destroyed the home in 1884 the present brick house was built. This house on Waverly road is now the home of Gerhard Kohler.

The Pottawattomie Indians lived in this area. Henry Hageman talked their language fluently and was a favorite of the tribe. He used to walk to Michigan City along the hard sand at Lake Michigan's edge.

The town of Hageman was laid out because many men came to work in the new brickyards. These brickyards were built on both sides of the Waverly road near the present home of Joseph Ray; the original old log house still stands and is used as a barn by Mr. Ray.

Another brickyard known as the Purington yard lay just east of the present Carl Sward home on Waverly road. The driveway on the south side of the house was the road leading back to the brickyards. There were several houses built nearby to accommodate the officers.

The town of Hageman grew so fast that soon residents travelling on the Michigan Central railway were saying: "Please stop the train at Hageman and save us a long

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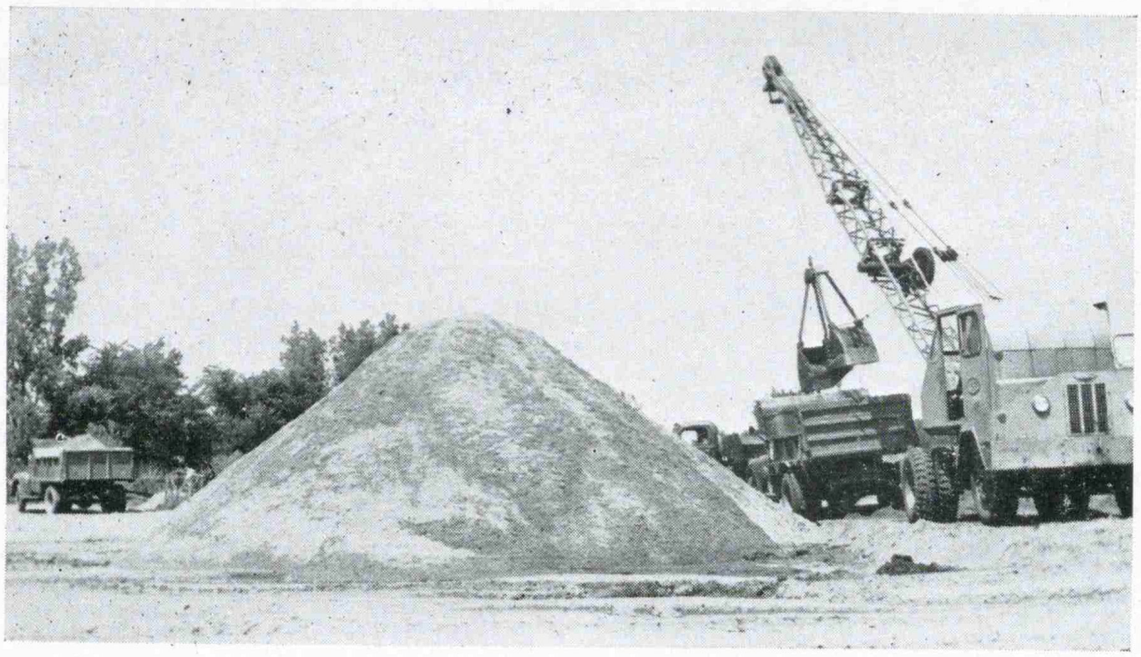

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"A STRONG BANK IN A PROGRESSIVE COMMUNITY"

PORTER -:- INDIANA

The Burstrom chapel on Bandur hill in Baillytown. Built on a bequest from Mrs. Frederick Burstrom about 1885 and maintained by Augsburg Evangelical church.

walk." No wonder the late afternoon train from Chicago was called "The Accommodation." The request was so frequent that finally the railroad officials decided to load the not too large "Porter" station house on a flat car and move it to Hageman. For years we got off at Porter but got our mail at Hageman post office. This caused no end of confusion so finally the town officials ruled to call the town, Porter. Where did the name "Porter" come from? They tell us that Mr. Porter was one of the railroad officials. The first Porter settlement was now called "Old Porter." To restore their pride, the remaining residents named the place Gilbertsville, in honor of the Henry Gilbertson family who lived north of the attractive school house which was used by the community for years.

The large brick house on the north side of the road paralleling the tracks was built by a Mr. Michaels who moved here when the brickyards were being built. He had a small store and ran the post office. On his death most of his rather large estate passed to his son, Paul. His daughter, Martha, who married Charles Lyons lived in the old home and their children were active in the life of the community at the turn of the century. Around 1880, John Swanson (his wife was a Pillman) ran a store in Old Porter, located in what is now the C. F. Kubick residence on the Mineral Springs road.

BAILLYTOWN

A great part of the economic and cultural development of this area can be credited to the Swedish people who settled in the area known as Baillytown. Their names are legion and their grandchildren are still active in this community.

Baillytown was named after Joseph Bailly, the first settler.

WAVERLY

Waverly was a wide-awake little settlement during the early brickyard days. The Foster family settled here, were instrumental in having a school erected, and ran a small store. There was also a small blacksmith shop here.

Waverly Beach was named for this settlement. The town was started before

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the county but shortly after its ten or twelve log cabins were built, it was swept out of existence by a forest fire and never rebuilt. Waverly was the first regular platted town in Porter county.

Waverly Beach is now the central area of Indiana Dunes State park. Bill and Elmer Johnson, fishermen and resort owners, formerly had Waverly Beach but moved east to Porter or Johnson's beach and the park came into being.

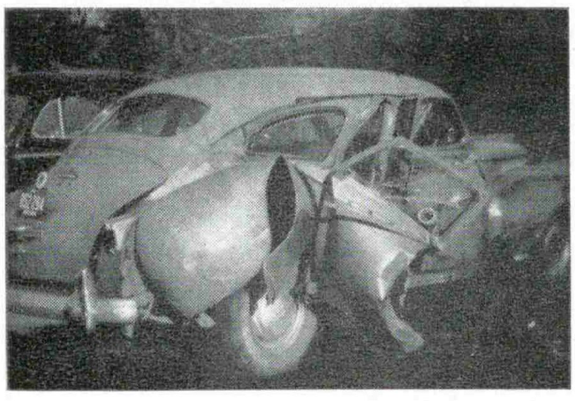
Some of our old settlers still remember the log wharves at old Waverly Beach. The landing place was called Morgan's dock; small boats anchored and delivered lumber and other products there into possibly the 1870's. The dock itself extended into the water about 600 feet and ran back into the land for several hundred feet. Ships were loaded and unloaded there and a small railroad was built as far as Morgan's mill. The rails were thin pieces of iron placed on lengths of wood and wheeled carts were pushed back and forth on it with loads on them.

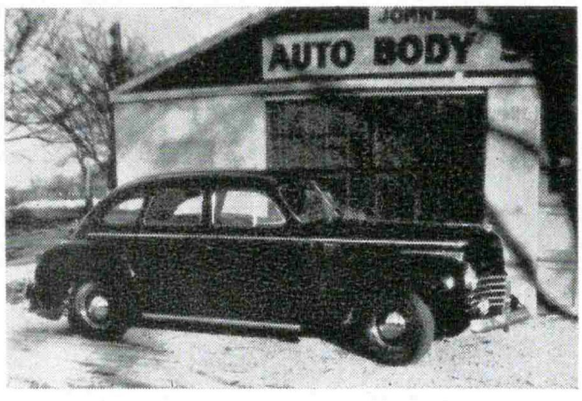
CITY WEST

Waverly Beach in the old days was also called Old City West and was used as a summer resort as early as 1876. When City West, one of the dream cities of the Calumet, failed to develop into another Michigan City or Chicago after being founded in 1835 because of the panic of 1837 and because the government did not approve of establishing a harbor there, it did not pass out of existence but stayed on and developed especially in the eastern portion which became an important stage coach stop and a sizable town for those days. It was not until the coming of the railroads in 1852 and the founding of Calumet and Hageman that the star of City West began to set. A stage coach used to run between City West and Valparaiso before there was a Calumet. When the South Shore came through in 1906 the name Tremont instead of City West was given to its stop three miles from here. The last trace of City West remains in the old school house now occupied by the Jasper Crawfords.

FIRST STORE IN HAGEMAN

The first store was built by Henry Gondring, Sr., where the Henry Dab-





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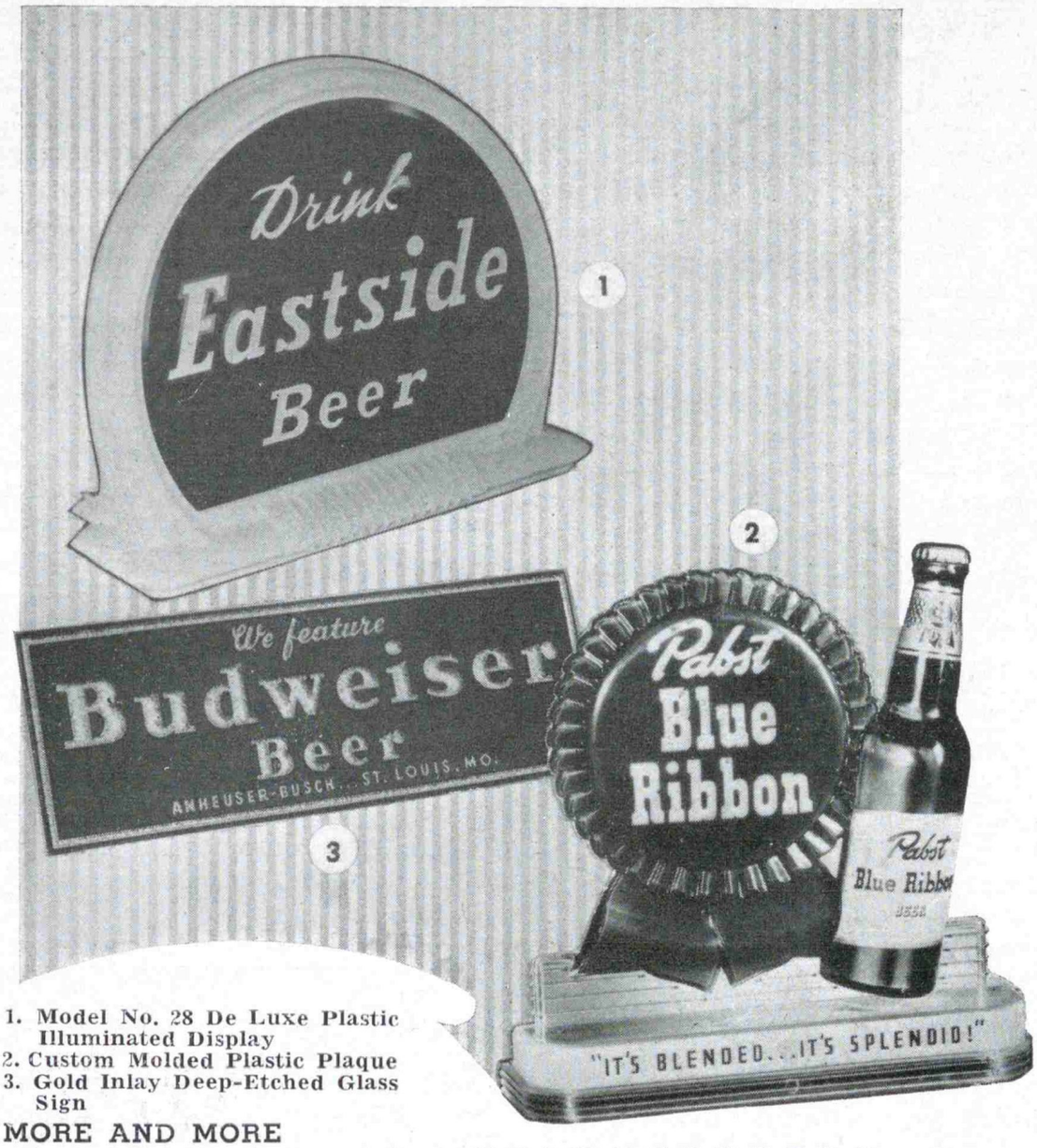

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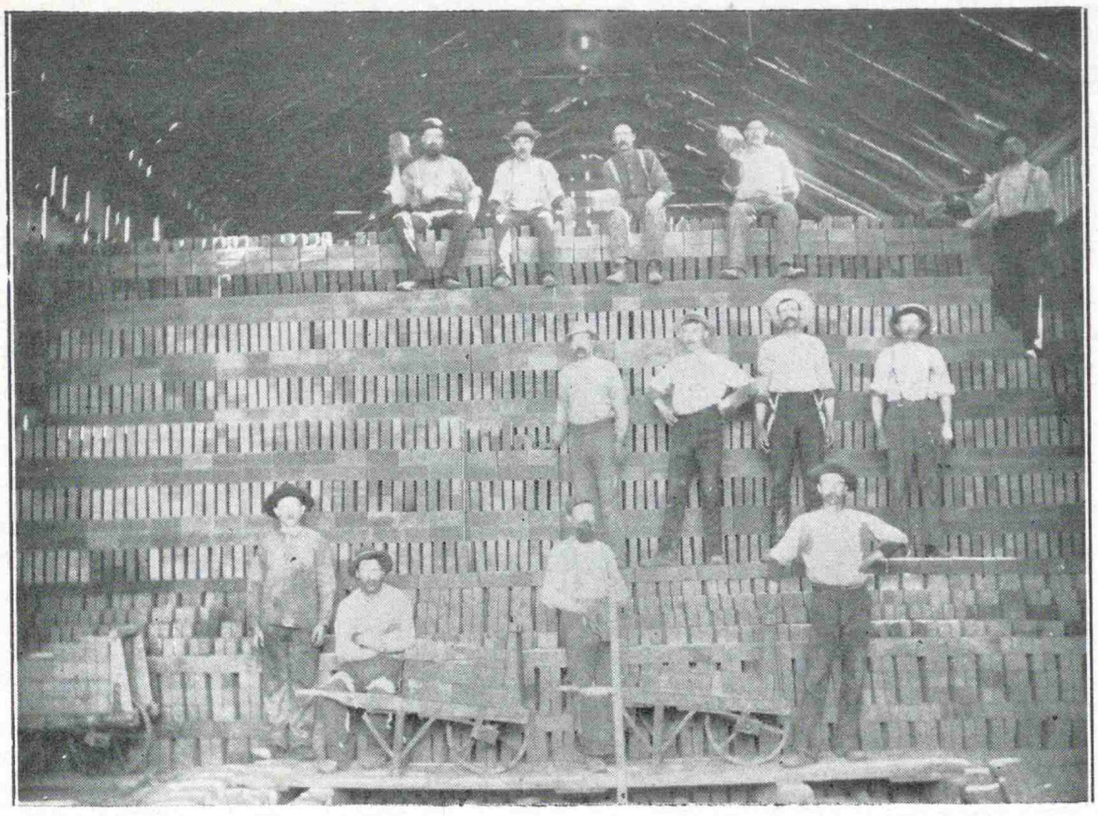

Some of the workers in one of Porter's six brickyards. Making bricks was a major industry there last century. Today there are no brickyards left in this area.

bert brick store recently stood, dilapidated and abondoned, and immortalized in Myrtle Wittich's painting. It is now a filling station site. Mr. Dabbert bought the store and erected the larger building. Other early general merchandise stores belonged to: August Pillman (now run by

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zational meeting was held in 1891. The following persons united: Mrs. James Geyer, Mrs. William Tindar, Lizzy Tindar, William Tindar, W. S. Wixon, Philip Dillinger, J. H. Busse, Mrs. Hannah Busse, Rev. W. H. Brooks, and Mrs. Darley Brooks. First services were held in a Hydraulic brickyard kiln. In 1892 the Swedish Mission church at present site was bought. The present church was [illegible] Early pastors: Willard H.

Pages 77 and 79 should be transposed

was the first Evangelical minister. Rev. A. E. Givens is the present pastor, succeeding Rev. Lloyd Smith.

German Lutheran. This fine old brick church was built in 1887. Only five pastors have served this congregation: Rev. Schlecte, Rev. Baade, Rev. Polzin, Rev. Ernst. Rev. J. A. Bescherer has served since 1905.

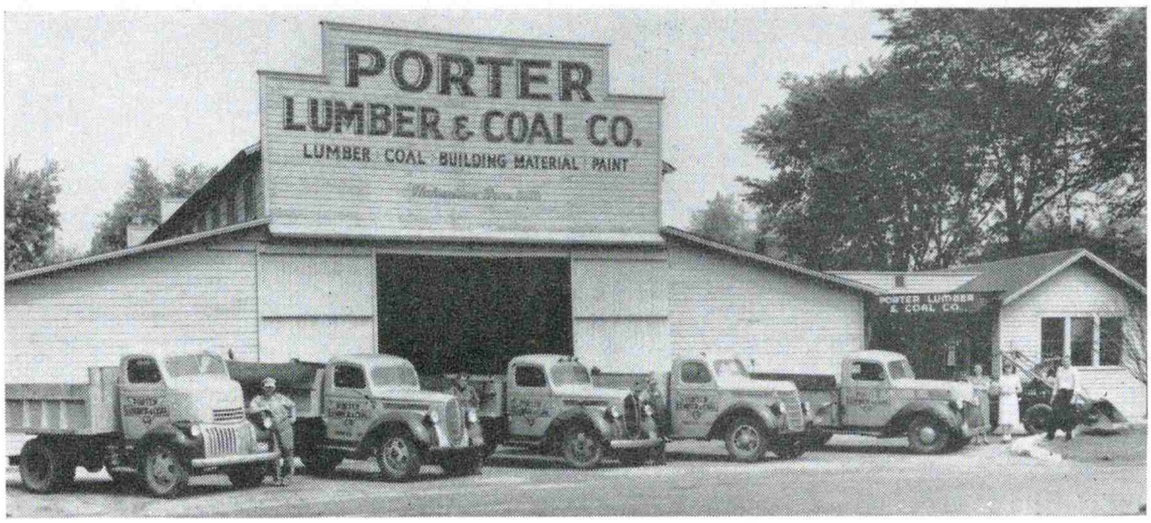
Swedish Lutheran or Augsburg Lutheran. Dr. Erland Carlson together with a group of 31 persons founded this group in 1858. They met at first in the old Wicker store building for five years. The first church was built in 1864 by Rev. A. Andreen, who came to be pastor in 1860. A new church was built in 1900. This church burned in 1933. The present attractive edifice was dedicated June 5, 1938. Other pastors: Dr. A. Andreen, Rev. Nyquist, Rev. Sodergren, Rev. M. J. Lonier, Rev. J. Nystrom, Rev. E. Carlson, Rev. Paul Nelson, Rev. C. I. Fant.

EARLY BUSINESS

MEAT MARKETS. John Carlson (whose store later burned down). Thomas Grady (purchased by Peter Hokanson and now one of our leading food markets in the hands of his grandsons).

LIVERY STABLES. Here horses and carriages could be rented. The large stable owned by Frank Wannegar located between the present Imhof drug store and Groff's tavern burned down, killing 16 fine horses.

EARLY POSTMASTERS. Henry Dabbert, John H. Busse, Gerry E. Long.



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The church joined the Evangelical church November, 1922. John D. Abel was the first Evangelical minister. Rev. A. E. Givens is the present pastor, succeeding Rev. Lloyd Smith.

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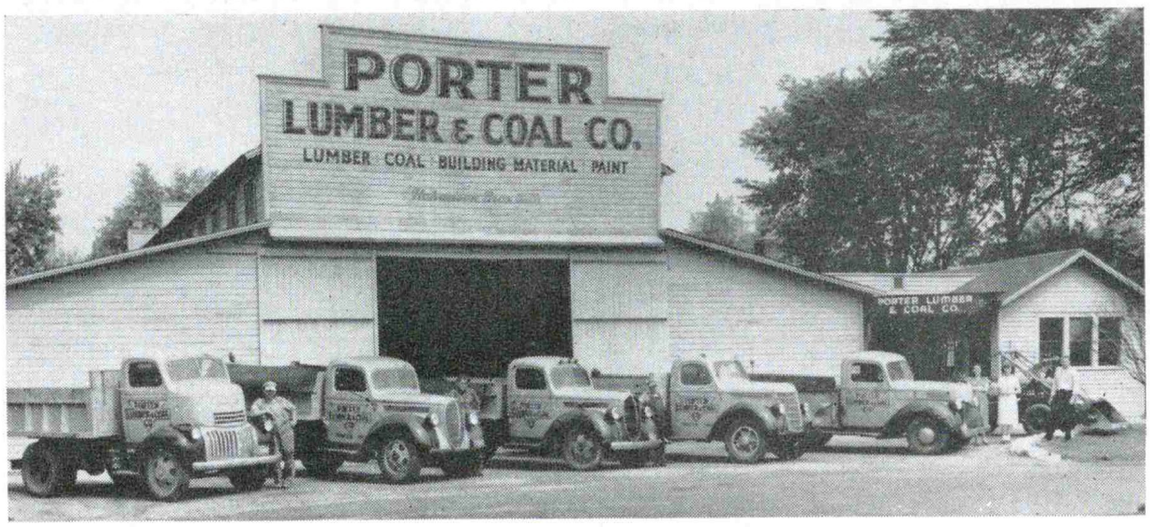

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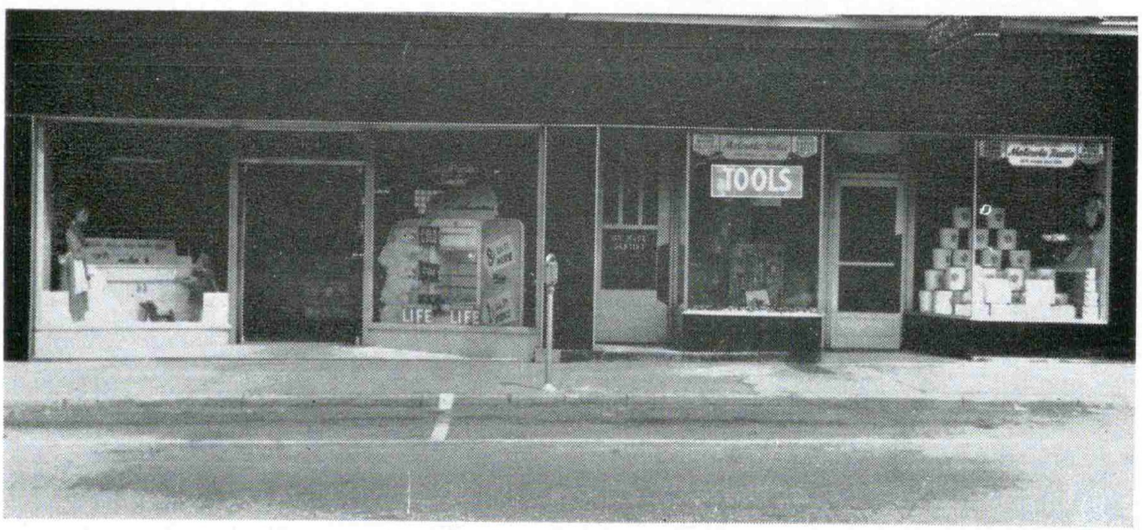

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Chesterton, Indiana

his son, Arthur); Peter Wistrand (later bought by John H. Busse and E. Jacobsen). This store was owned for years by Gerry E. Long and is now in the hands of Rene Kirche.

Antone Schmidt China factory, located on Lincoln st., about a quarter of a mile from Waverly road.

Porter Lumber Co., owned originally by Frank Wannegar, enlarged, and operated by Emil Anderson, and now operated by Virgil Hokanson.

After the closing of several brickyards on Waverly road, the Chicago Hydraulic Press Brick Co. operated the yards west of town for many years. Many brickyard workers left Porter in the middle 1880's after a nine months' strike engineered by agitators from the Knights of Labor in Chicago. According to The Chesterton Tribune in 1892 Porter did not recover from this long strike for a long time. Many families were forced to leave, which may have retarded Porter's growth.

Superintendents of the Hydraulic were William Beam, who built the brick house in 1883, now the home of Mr. and Mrs. Roy M. Smith; he was probably the only Civil war veteran in these parts who was forced into the Confederate army in Arkansas for some months until he was able to escape.

Henry Gondring is reputed to have brought the brickyards to Porter as well as many German workers for them.

Early public school teachers: E. S. Miller, E. N. Yost, Fred Cole, Elmer Stultz, Mary Bradt, Julia Carlson, Nannie McDowell, Emma McDowell.

HAWTHORNE PARK

The present very lovely Hawthorne park was planned largely by the genius of James Givens, then cashier of the First State Bank of Porter. The land was donated by the Porter Riverside Land Co., composed of John H. Busse, Frank Brockmiller, G. R. Williams, and Victor Hokanson. John Kemp and members of his town board built the present band stand, community house, ball park, and wading pool.

EARLY CHURCHES

Congregational, now the Evangelical and United Brethren. The first organi-

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Harold J. Goodwin, Executive Secretary

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ELMER LONG, Prop.

EARLY DOCTORS. Dr. J. J. Theorell, Dr. Kasdorf, Dr. Conrey.

R. R. TOWER. The tower at the crossing of the three railroads, M. C., N. Y. C. (formerly Lake Shore and Michigan Southern), and Pere Marquette, (now Chesapeake and Ohio) was built in 1894. It was at this crossing that the terrible wreck of 1921 occurred, killing about 40 persons.

EARLY INDUSTRIES. Warren Featherbone factory (branch of establishment at Three Oaks, Mich.) was located in a brick building on the south side of the Elgin, Joliet and Eastern tracks near the present Vedell Lumber Co.

SALL-MOUNTAIN ASBESTOS FACTORY. Came here from Ohio when the Warren Featherbone factory moved out.

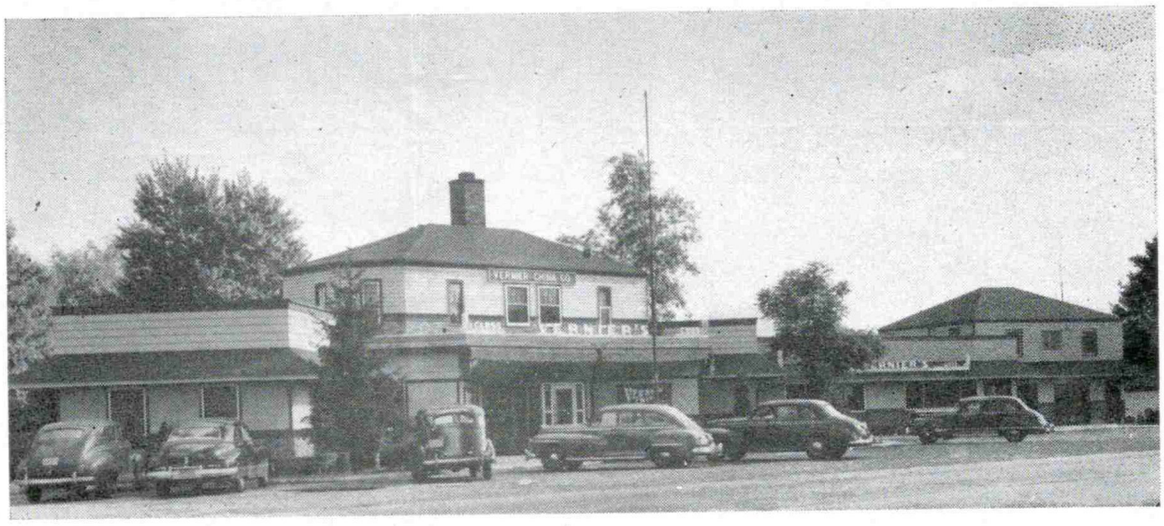
The E. J. & E. Rail Road or Outer Belt Line came here in 1892. The Pere Marquette, now the Chesapeake & Ohio, built here in the same decade. The New York Central absorbed the Lake Shore & Michigan Southern Rail Road about thirty years ago.

The Rebekahs started here in 1851; the I. O. O. F., 1855; Masons, 1868; Knights of Pythias, 1896.

Twenty-six electric lights were installed in Chesterton in 1909. In 1907, there was a Business Men's Association of Chesterton and Porter.

Chesterton Bank was incorporated in 1890; Porter Bank in 1920.

VISIT VERNIER CHINA CO.



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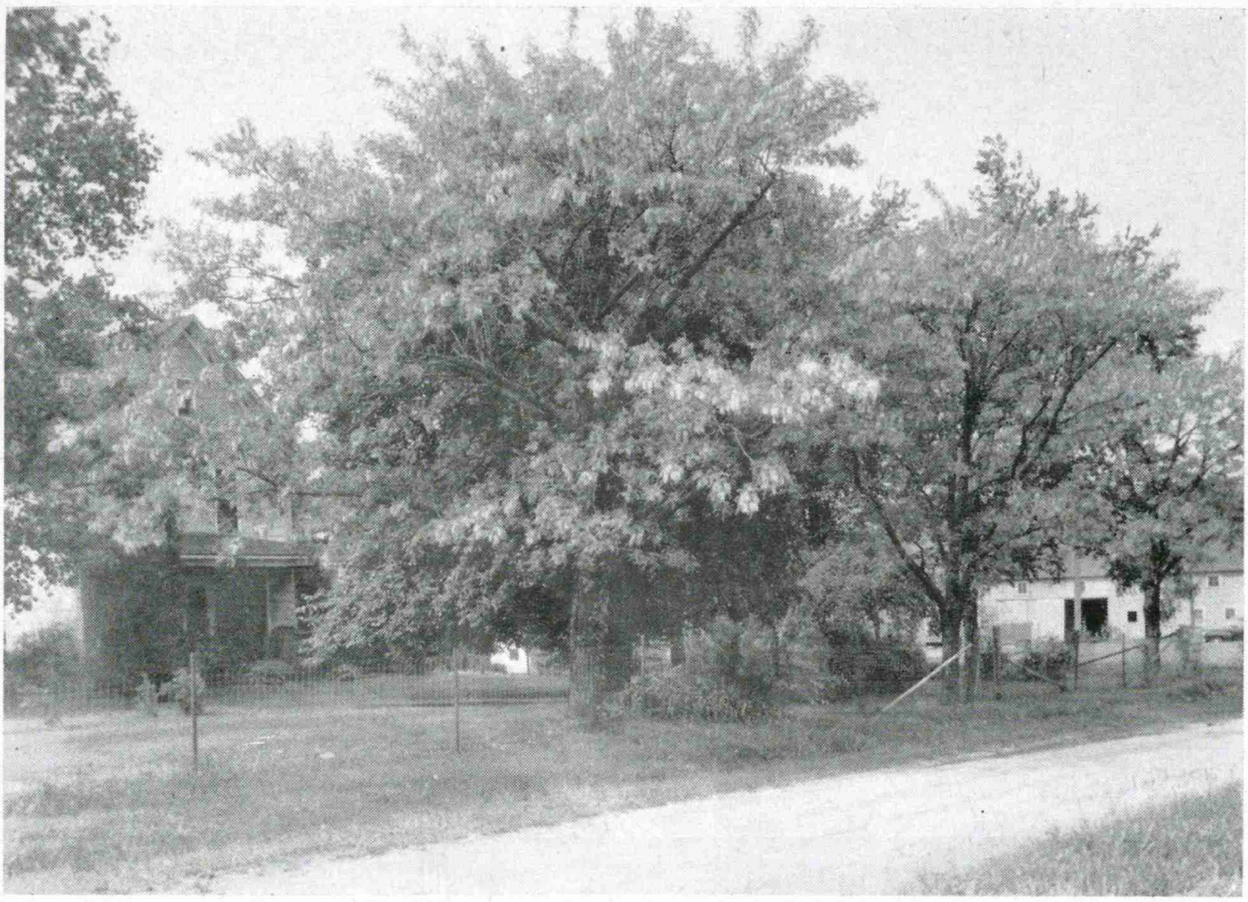
The Good Earth



The Herman Pope Farm Home

Chesterton is surrounded on three sides by farm land suitable for diversified farming. The large and medium sized farms with tractors, combines, drills, hay balers, corn pickers and various other modern mechanized farm machinery are efficient producers of grain and hay for the market and for the feeding of stock. Many fine dairy herds produce milk for the local dairies and nearby large city dairies. Eight dairies pick up raw milk in a five mile area around Chesterton. Other farm products produced in this region are hogs, sheep, beef, cattle, poultry and eggs.

The land in the Chesterton area is fertile and level so that farmers enjoy prosperity in dairying, stock and truck farming.

The community also has a number of small ten to forty acre farms that are ideal for people who work in industry and like to live in the country, or for people who have retired and wish to add to pension or other income. The Chesterton community is ideal for retired people because there is a good trading center, theater and churches besides numerous good roads for trav-

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Chesterton, Indiana

Manufacturers of

BRASS AND BRONZE DIE CASTINGS

eling. The residents avoid the tiring, hustling, bustling crowding of large trade centers.

The majority of the farms, big and small, are modern, have telephones, electricity, and all the conveniences of a city residence.

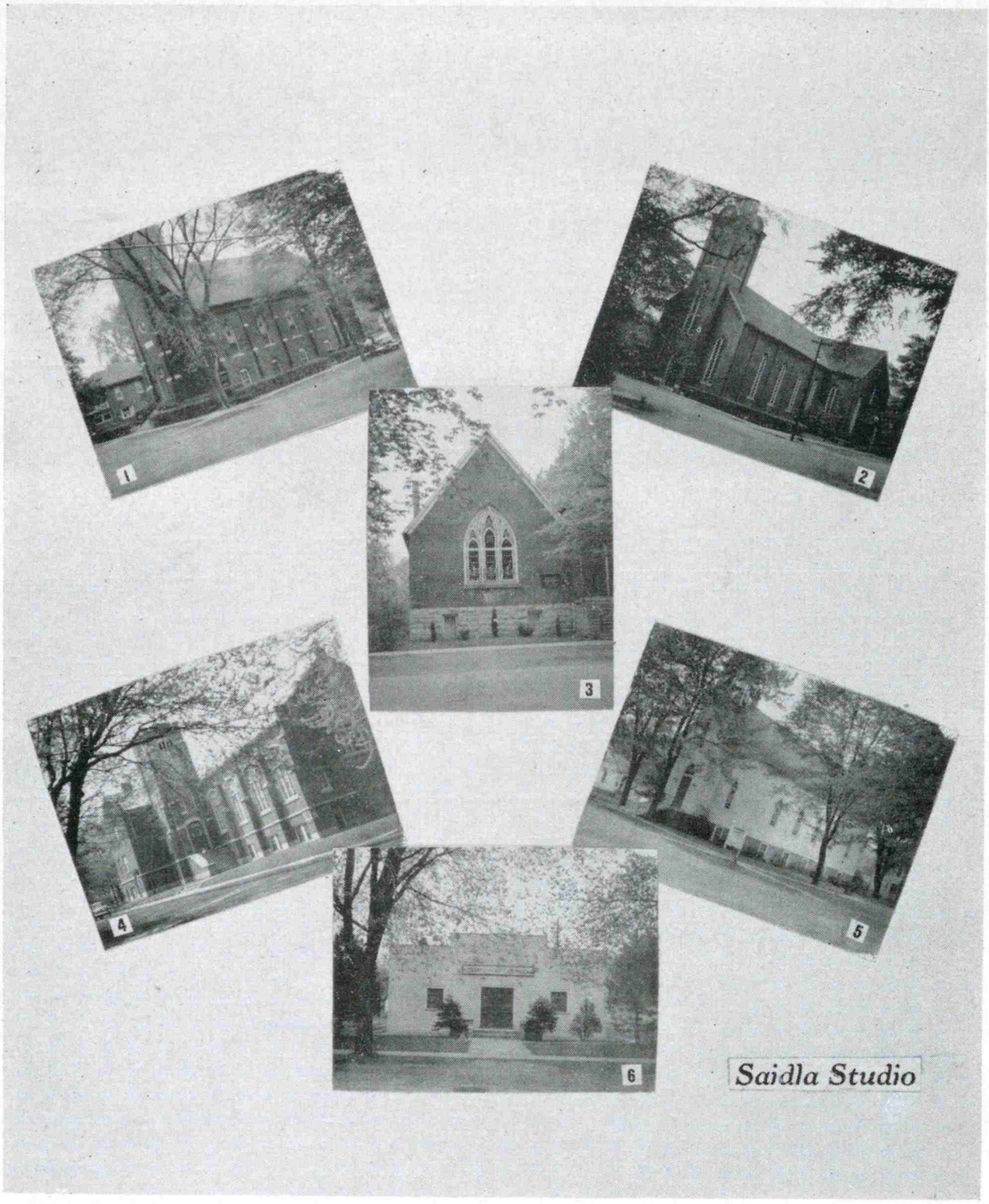
Chesterton has two modern dairies which buy milk from local farmers, pasteurize and homogenize it, and sell the finished products to Chesterton and surrounding communities. The processing and marketing of these dairy products takes sixty to seventy persons, adding to the prosperity of the community.

Near Chesterton there are two good meat processing plants that handle meat purchased from local farmers.

The farmers of the community are served by local feed stores which furnish all kinds of animal feeds and fertilizers.

Chesterton has a modern locker plant which serves both farmers and Chesterton residents with locker service. This service is a tremendous help to people wanting to quick freeze and store meat, vegetables and fruits.

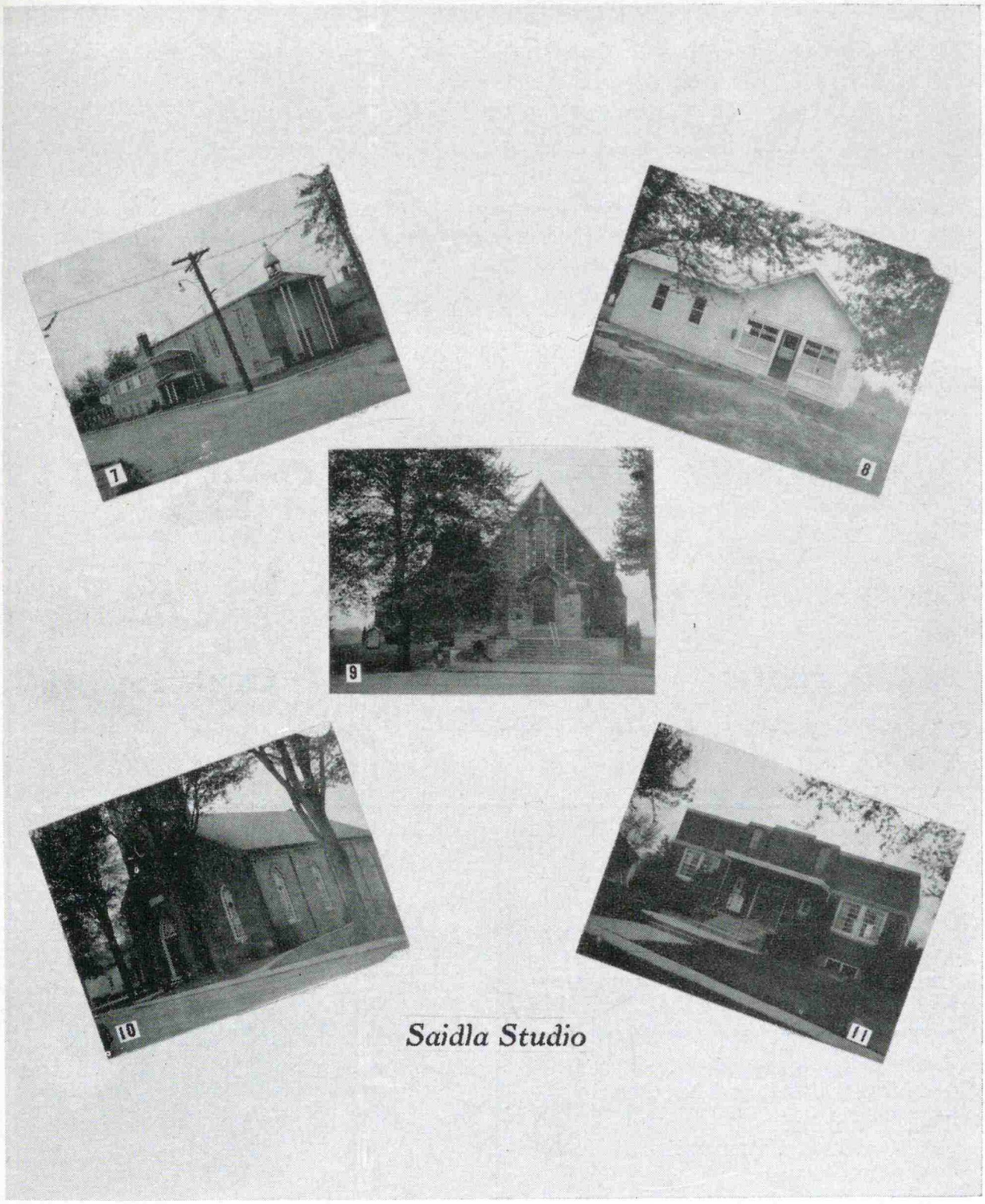
The combination of industrial workers living in Chesterton and agricultural workers living in the country around Chesterton makes a solid trading and community center of Chesterton.



Our Churches

Pictured above are some of the community's many churches (1) Bethlehem Lutheran; (2) St. Patrick's Roman Catholic; (3) First Church of Christ, Scientist; (4) First Methodist; (5) St. John's Evangelical and Reformed; (6) Assembly of God.

To the right are shown other local church edifices: (7) Evangelical United Brethren; (8) Assembly of God; (9) Augsburg Evangelical Lutheran; (10) St. Paul's Evangelical Lutheran; (11) Porter Community Hall, former meeting place of Porter Revival Church of the Nazarene, now in its own building on Wagner Road.



Saidla Studio

Assembly of God, 10th St. and Indiana Ave., Chesterton. Rev. William Bey

The organization meeting for this church was held at the home of Mr and Mrs. E. P. Schneider in 1931, Mrs. Ray Doud, pastor. The members next met in a tent at 7th and Broadway. A building was brought in sections from East Gary and erected to form the present church. First regular pastor was the Rev. Ronald Bayles. The church has been called the Full Gospel Tabernacle, then Tenth St. Tabernacle, and in 1947 came under the jurisdiction of the Assemblies of God, hence the present name.

Assembly of God, Pleasant and Frances Sts., Porter.....Rev. Edwin Antin

Started in 1943. Services were held in Young's hall, Chesterton, for about four months; then for four years in the old Dabbert building, now razed. A new parsonage is being built.

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- Cigarettes
- Ice Cream
- Candy

OUR CHURCHES

Augsburg Evangelical Lutheran, Mineral Springs Rd., Porter. Rev. Carl I. Fant

Founded in 1858 by a group of Swedes. First meetings were held in Baillytown. A. Andreen was first pastor in 1860 and first church was built in 1864. A new church was built in 1900 which burned in 1933. The present church was dedicated in 1938.

Bethlehem Lutheran, Lincoln Ave. & 2nd St., Chesterton. Rev. Carl O. Lorimer

Organized February 12, 1879, as a branch of the Augsburg Lutheran church of Old Porter. Services were held in the Central Hotel, now Eschenbach's. Rev. A. Challman was pastor of both churches for seven years. The church was built in 1880 and has been renovated and added to in the course of the years. Bethlehem received its own pastor in 1887, Augustus C. Olsson. Rev. Carl Lorimer came here from Cadillac, Mich., in 1944.

Evangelical United Brethren, Sherman & Beam Sts., Porter. Rev. A. E. Givens

Formerly the Congregational church. Organized in 1891, Rev. W. H. Brooks was first pastor. First services were held in the Hydraulic brickyards. In 1892 the Swedish Mission church was purchased for use of the members. On the same site a new church was built in 1945. Congregation joined the Evangelical church in 1922.

First Church of Christ, K. of P. Hall.....Rev. Henry Nebbergall

Was organized in December, 1948.

First Church of Christ, Scientist, 119 W. Lincoln Ave., Chesterton

Services were held in Porter town hall from 1933 to 1946 when the former Swedish Methodist church was bought. A reading room is maintained at the church.

Harrington's Meat Market

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OUR CHURCHES

First Methodist, 2nd & Porter, Chesterton.....Rev. Robert Ross-Shannon

First preacher, Jacob Beck, buried Joseph Bailly, December, 1834, in absence of a priest. Formerly known as the Methodist Episcopal church. Workers on the first church building located on the Chesterton grade school grounds went off to the civil war so that it was not finished and dedicated till 1865. The first regular pastor was W. J. Jones, who arrived in 1864. The church was remodeled under the pastorate of Charles A. Brown in 1909. The present brick structure was dedicated October 9, 1927. In 1940 the Swedish Methodist or Lincoln Ave. Methodist church was united with the First Methodist. The former church was organized in 1879 and the church building on Lincoln ave. sold to the First Church of Christ, Scientist.

Porter Revival Church of the Nazarene, Wagner Rd.....Rev. James Shaw

Founded in 1947 by James Shaw, present pastor. Late in 1948 he started building a new church which is nearly finished and is used for services. Services were previously conducted in the community hall and town hall.

St. John's Evangelical and Reformed, Lincoln Ave. & 3rd St., Chesterton.
Rev. Albert Beutenmueller

Started in 1880 as a member of the Missouri Lutheran Synod. In 1887 half the membership left to establish a church in Porter. Rev. H. Greuter was first resident pastor. Alterations on the church built in 1880 were made in 1922, 1927 and in 1945. Rev. Beutenmueller, who came here from the State of Washington in 1946, has announced that he will resign as pastor, October 1.

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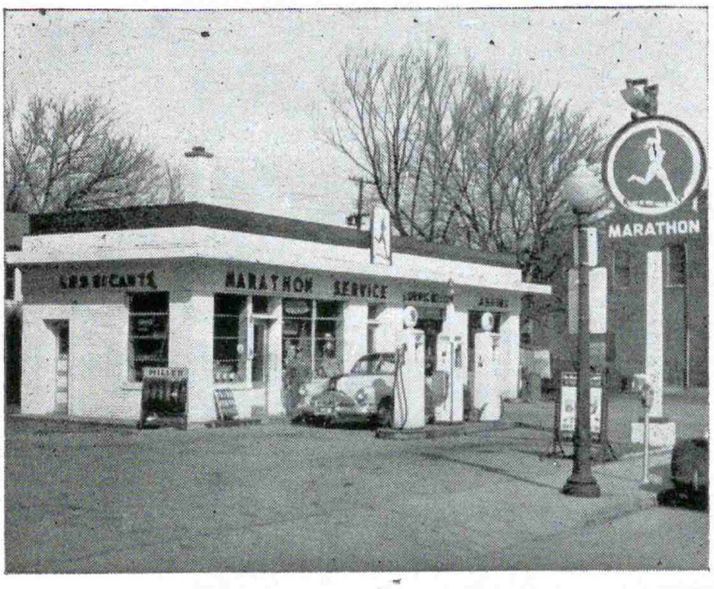

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OUR CHURCHES

St. Patrick's Roman Catholic, Indiana & 4th, Chesterton. Rev. E. F. Eisenhardt

When the Michigan Southern & Northern Indiana Ry. (now the New York Central) came through Calumet (now Chesterton) in 1851, it attracted Irish laborers to settle here. The railroad assisted in building a small frame church for them in 1858 on the north side, which was of course named after St. Patrick. It was the first church to be erected in town. Rev. John Flynn was the first regular pastor. The present church was built in 1876 but has been renovated and improved since that time. Father Eisenhardt arrived in 1933.

St Paul's Evangelical Lutheran, Frances St., Porter.....Rev. J. A. Bescherer

The present brick church was built in 1887 by a group who left St. John's church at the time of organization in 1880 to begin their own church in Porter. Rev. Schlecte was the first pastor. Rev. Bescherer came in 1905. He attends a mission church in McCool, St. Peter's.

The Burr Robbins show passed through Salt Creek on the way to Chesterton from Hobart. The elephants did not balk at the bridge (The Long Pole). Grandmother Gossett in her '80's saw elephants for the first time in her life. Fourteen couples from Vaparaiso had a picnic on Lake Michigan at the site of old City West and the fourteen couples went home by way of Westville and Michigan City. They rode the plank streets in Michigan City. Both of these events occurred in 1877.

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H. F. CARLSON

Chesterton, Indiana, a Tribute

by Roy E. Hawkinson

(Editor's Note.—Mr. Hawkinson is an authority on Indians, wildlife, the Dunes and old books. He and his wife are familiar figures in the summer time on their bicycles. In summer they live in the state park. The rest of the year he runs a book store in Chicago and she teaches school there.)

It is a fact that men will travel the world over to visit shrines that are of no more importance than those that, too often, lie carelessly neglected at his own doorstep. If this indifference existed on too large a scale, we would have no historic spots to visit anywhere. Fortunately there still lives in the breast of the average American, a deep-rooted interest in his past history.

To the extent that we hold precious and preserve our own historic background, will we become interested in the present welfare of our communities, knowing the past creates a desire for present and future living and planning. Having become conscious of our rightful heritage we desire to pass on whole for future generations, our very own contributions. One is ever conscious of the surroundings of those small towns, farms, and communities, that are public spirited. The sense of poverty and neglect is missing. As an example (for there are countless such communities, of course), I wish to pay tribute to such a little town and community, with which I'm particularly familiar, a

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region from which the people need not (necessarily) travel the world over in order to live fully.

Such a town and community is Chesterton, Indiana, situated within fifty miles of the Chicago loop, the second largest city in the U. S., and by no means devoid of historical significance itself. Chesterton, once called Calumet City, from Indian meaning Sacred Peace, may truly be called the "Gateway to the Northwest," for here have transpired some of the very events that made us a nation; at one time or another five different flags have flown over this land. Between Chesterton and Lake Michigan, four miles north, a series of historic events have taken place that is of equal comparison with any other section of our country. Here the prehistoric man, the modern Indian, (1492-1949), the trapper, the trader, the missionary, and our own pioneer parents, have written deeply upon and within Mother Earth a story that is more thrilling than fiction ever could be.

Not far from Chesterton stood "Old Fort," a pre-revolutionary war fort. Here came the missionary and fur trader, Joseph Bailly, and established his famous trading post by the sacred Calumet River. He was the first white pioneer to bring education to northern Indiana, and incidentally, a man who paid the Indian his just dues for the land he settled upon. Here also stood City West, now Waverly Beach, and a health resort for tired Chicago people. Here also in the early formation of our territory ran the stage coach road from Michigan to Fort Dearborn, and later the old corduroy road over which the

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settlers transported their products to the infant city of Chicago. Not far from Chesterton is the famous Sac & Fox Trail, and numerous other local Indian trails. Here at one time or another passed such famous men of history as Marquette, LaSalle, Tonti, Hennepin, Charlevoix, Long, (Keating Expedition) Featherstonhaugh, and scores of others that helped make this country.

Northern Indiana, Chesterton, Porter County, are rich in valuable archeological material, as it is in modern Indian history. During one period or another several Indian tribes occupied the region about this section of Lake Michigan. Within the area of Chesterton, including of course, Chicago, Gary and the Calumet country, were signed some very important Indian treaties during which the Indian became dispossessed of his Sacred Grounds.

All this is Chesterton's front yard, or backyard, if you wish. A friendly little town that has become known to the many city people who frequent the beautiful sanctuary, Indiana Dunes State Park, but four miles away. A sanctuary long known to scientists, and students from all over this nation, and other nations, for its interesting flora and fauna, bird and animal life and the vast vaults of Mother Earth's precious contributions for those willing to seek. Here come the ornithologists from far and near, to study and enjoy a bird migration each season that is not surpassed by any other region in our entire land, in its interest and scientific importance. Besides the plant life, there is found a healthful bathing beach of pure solid sand, extending for

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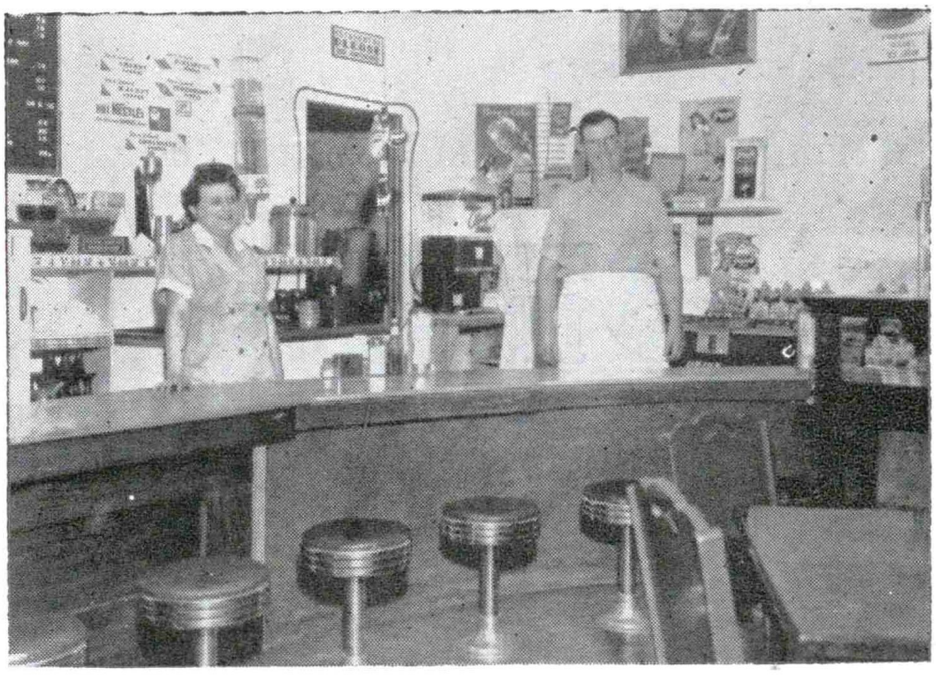

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miles along the northern border of Indiana, a health resort of the highest value for a large population of immediate city dwellers.

Chesterton is up to date, and no moss grows on the townspeople, and yet there is not that hot breeze of commerce always surging through their minds, but a cheerful and friendly helpfulness. It is a public spirited town and environment. Thanks to such organizations as the Lions Club, the Merchants' Association, Archeological Club, Historical Society, and various active churches, we see fine schools and playgrounds, a town park surpassed by none in the country; well-kept and up-to-date markets and stores; delightful streets, shaded in summer by huge trees, some of them hundreds of years old; and a beautiful home dwelling town that is a joy to see at any time of year. It is such a town and community that you and I dream of as we throng the busy and noisy streets of Chicago, and it is such a town and people that make our life worthwhile; give a zest and purpose to common every day duties. It is this sample of Christian Spirit that keeps America strong and free, that has aided us in becoming the Greatest Christian Nation on Earth. Thank you, Chesterton, you are a real neighbor, and a needy inspiration for all of us, because you have kept your mental branding iron for the things that you wanted, and whenever you really wanted something, you branded it deeply with your own name and it became yours.

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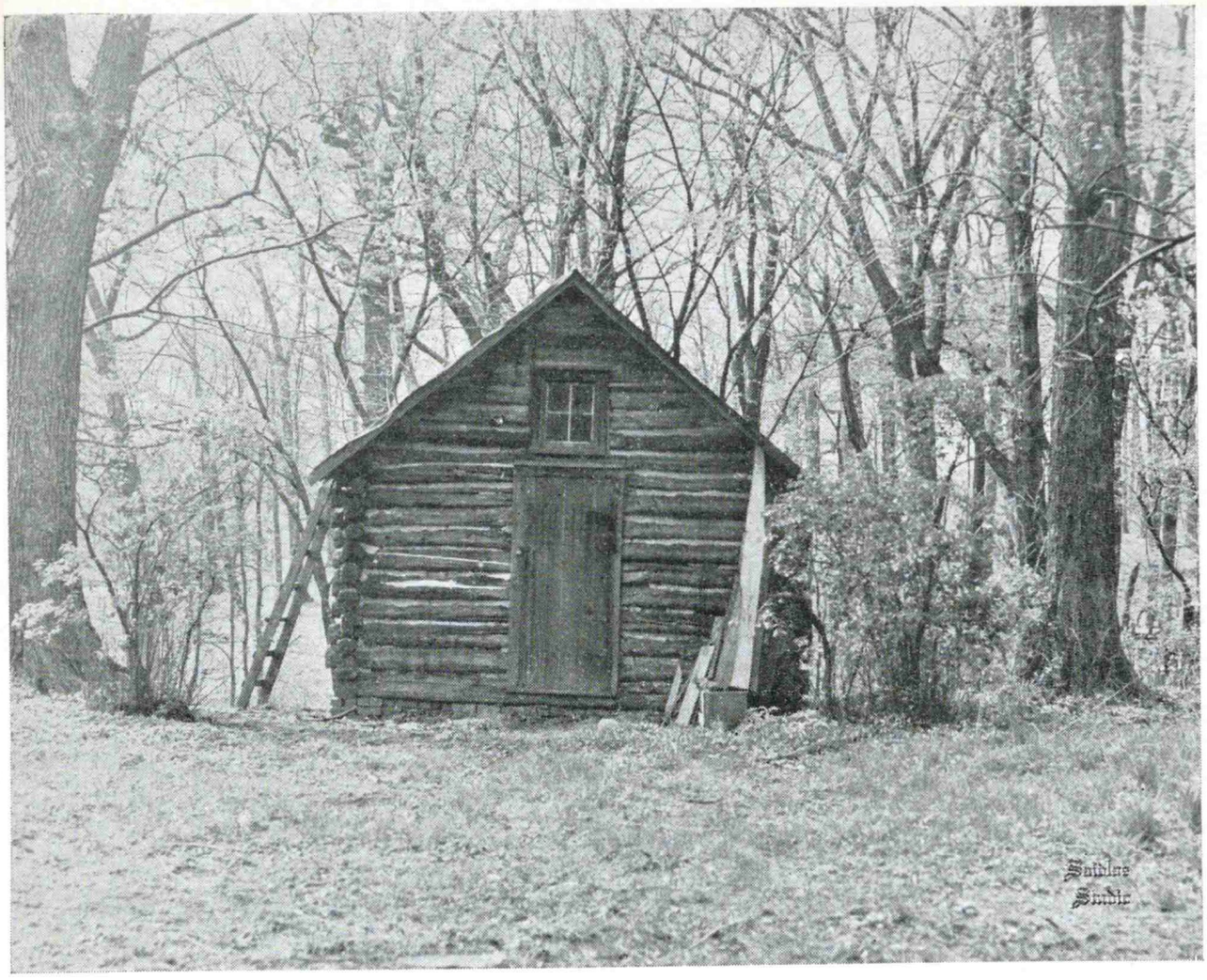

AN OLD BAILLY BUILDING

The modern history of Porter County began in 1822 with the settling on the Little Calumet River about a mile west of Porter of Joseph Bailly, a Canadian fur trader. Bailly built a fur trading post there and determined to spend the rest of his days in Porter County. Remembrances today of Bailly are his old homestead, the Bailly Cemetery, and the name Baillytown or Baileytown attached to an adjacent area. The homestead is situated across from the Gary Goodfellow camp, formerly Bailly property.

Bailly was licensed as an American fur trader by Governor Harrison in 1814, having previously been held prisoner in Detroit as a British subject during the War of 1812. He was the head fur trader of the Calumet region and was known from Quebec to New Orleans, having a post at Baton Rouge. He built a considerable post in our county on the north bank of the Little Calumet and at the confluence of the Sac Trail and the Pottawattomie Trail. At his post were eight to ten cabins, used for homestead, trading post, store, quarters for servants, guests, and Indians, and for warehouses. Bailly's post for the ten years up to the Black Hawk war was the only stop except White Pigeon, Mich., between Fort Dearborn and Detroit. Travelers, soldiers, government men, missionaries, and Indians made it a port of call. Bailly ran a sloop on Lake Michigan to haul his goods and had a dock at Miller, then called Bailly's Harbor. He planned to build a town there some day because of the excellent harbor but it never materialized, nor did Baillytown, which was on his estate of over 2,000 acres; this was platted but he died before it could be developed. He had a hostelry for travelers located nearer the lake than the homestead. The first military road between Fort Dearborn and Detroit established in 1831 ran near his home.

Mr. Bailly died in December, 1835. In the course of the years the homestead, through litigation and selling off, dwindled down to several hundred acres. The estate passed to Frances Howe, when her mother died in 1891 at the age of 78. Frances never married and until her death in San Francisco in 1916 divided her time between living in Baillytown and traveling, especially in Europe. She remodeled the buildings on the estate so considerably that no building remains entirely in its original state. The homestead she renovated in imitation of a French chateau. For many years Frances was a familiar figure in Porter and Chesterton. She wrote several books, among them "The Story of a French Homestead in the Old Northwest."

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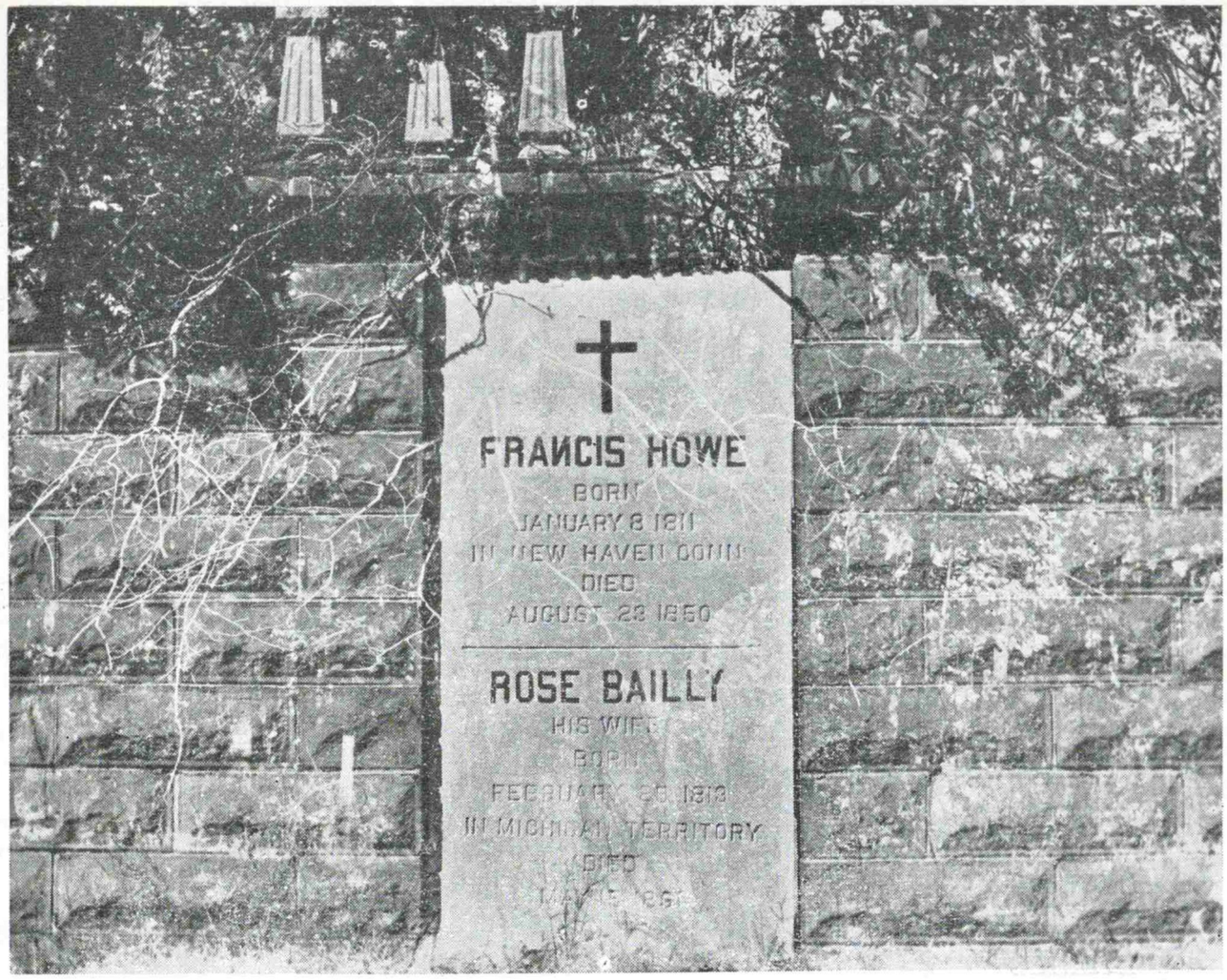
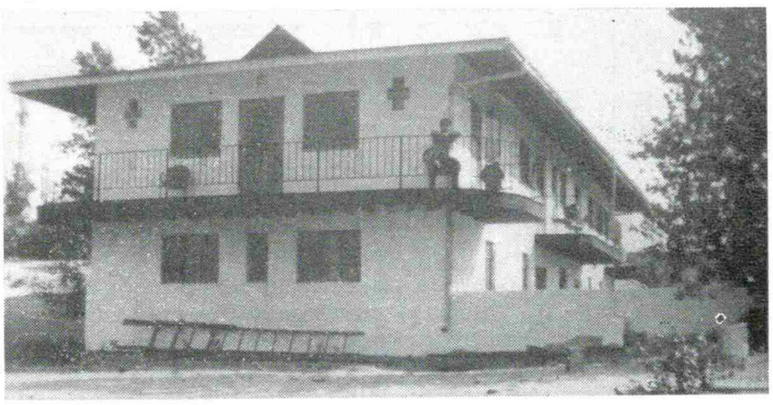


The Bailly cemetery, facing U.S. 12 on a knoll, was the first cemetery in north Porter County. Grave stones of the Bailly family are placed in the back wall, as shown above.



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Pantry, The, Tremont 8289
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Porter, Town Hall

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  - *Greer Motor Service, 1316 W. Porter Ave. 6060
- **MUSICAL INSTRUCTION**
  - Arnd, Margaret Louise, R. F. D. 2 8296
  - Keenleyside, Alice Anderson, Chesterton Bank Bldg. 8285
  - *Alyce Martin McNamara, Wagner Road 8850
- **NEWSPAPERS**
  - *The Chesterton Tribune, 143 S. Calumet Road 2335
- **NURSERY MEN**
  - Chesterton Nursery, R. F. D. 1 8586
- **OFFICE SUPPLIES**
  - *Dunes Park Book Store, Bank Bldg. 6434
- **OILS**
  - Brocksmith, Arthur, Shell, 750 South Second St. 2613
  - Michaels, Barney, Texaco, R. F. D. 1 8146
  - *Michaels, Gustav E., R. F. D. 1 3691
  - *Newton, Sam, Standard Oil Co., 106 S. Seventh St. 2235
- **OPTOMETRISTS**
  - *Cassidy, Dr. Hugh E., 123 W. Indiana Ave. 6800
- **OUTBOARD MOTORS**
  - *A. C. Nickel, Frank's Marathon Station, S. Calumet Road 3795
- **PAINTERS**
  - Hatford, R. C., Porter 3982
  - *Vetter, Hans, 761 So. Calumet Road 3972
- **PHOTOGRAPHERS**
  - *Dix Photo, 119 Broadway 4503
  - *Saidla Studio, 818 W. Indiana Ave. 3015
- **PHYSICIANS AND SURGEONS**
  - *Dale, J. W., M. D., 123 W. Indiana Ave. 4040
  - Griffin, Joseph P., M. D., 139 Calumet Road 4675
  - *Hall, Thomas C, M., D., 600 E. Morgan Ave. 4050
  - *Harless, C. M., M. D., 119 Broadway 6425
- **PLUMBERS**
  - *Green, Ralph, R. F. D. 3 6600
  - *Johnson Appliance, 137 Calumet Road 6340
- **PRINTING**
  - *The Chesterton Tribune, 143 S. Calumet Road 2335
- **RADIO DEALERS AND SERVICE**
  - Chesterton Electric, 108 North Calumet, Road 2934
  - *Maples Electric Shop, 1010 Broadway 6375
  - *Porter Hardware, Porter 3700
  - Kara's Radio Appliance Clinic, 726 Calumet Road 3971
- **REAL ESTATE**
  - B. & R., 502 Second st. 6473
  - Dickey & Dickey, R. F. D. 1 8753
  - Ruth Jameson, Bank Bldg. 6434
  - John G. Johnson, 115½ Calumet Road 3901
  - Charles Pearson, Woodlawn Ave. 5581
  - *Smith, Harry R., 101 Broadway 2200

BUSINESS AND PROFESSIONAL DIRECTORY

- **REAL ESTATE**

*Smith, M. H. Agency, Waverly Road, U. S. 20 5115
*Studtmann, Irwin, 107½ Broadway 3933
Wagner, Herman F., U. S. 20 8835
*Warner, Edw., Tremont 8254, 8289

- **RESTAURANTS**

Ann's Lunch, 14th and Broadway
*Bar-B-Que Pit, U. S. 20 and 49
Blue Bird Inn, 6 and 49
Baillytown Rest, U. S. 12 8400
Bob's Grill, U. S. 12 8626
*City West Inn, Tremont 3430
*DeKoker's Korner, 622 W. Morgan Ave. 6465
Del Monte, U. S. 12 8295
Duneside Inn, Waverly Beach 2430
Edward's Barbecue, U. S. 20 8155
*Eschenbach's, 201 Broadway 2812
Fireside Restaurant, Porter Beach 8205
Goldman's Restaurant, U. S. 12 8742
Johnson, Axel, Porter 5975
Johnson's Mrs., Chicken Dinners, Campbell and State Road 6
*Krueger's Drive Inn, No. Calumet Road 4631
Maxwell's 12 & 49, Dunes Highway 8570
*North Side Lunch, 100 N. Calumet Road 2862
Owl, The, 107 Calumet Road 2771
Randler's Barbecue, U. S. Highway 20 8858
Ray's Bar B Q, U. S. 20 8513
Sonny's Oak Shades, U. S. 20 8328
Spa, The, Porter 4950
Spike's Curve Inn, U. S. 20 8492

- **SAVINGS & LOAN**

*Chesterton Rural Loan & Savings, 115½ Calumet Road 2555

- **SAW MILLS**

McDonald, Sidney D., Lumber Co., R. F. D. 2 8656

- **SECOND HAND STORES**

Chesterton Furniture and Paint Store, Porter Ave.
*Resale Stand, So. Second St. 2853

- **SHEET METAL**

*Westphal's Heating and Sheet Metal Shop, So. Calumet Road 6340

- **SHOE REPAIRING**

*Gus, Modern Shoe Repair, 109 S. Second St. 5773
L. P. Matson, 132 So. Calumet Road 4934

- **SHOES**

Hedstrom Shoe Store, 132 S. Calumet Road 4934
*L & M Boot Shop, 107 S. Third St. 2536

- **SIGNS**

*Price, Raymond M., and Associates, N. Calumet Road 6100

- **SKATING RINKS**

Atlas Roller Rink, 818 W. Indiana Ave. 3015

- **TAVERNS**

Branoff, J.—Top, 1400 Broadway 6380
*Flannery's Tavern, 125 Calumet Road 3455
Groff, John, Village Tavern, Porter 3655
Axel Johnson, Porter, ... 5975
*Pine Tap Room, 102 N. Calumet Road 6295
Towne Bar, 115 Calumet Road 2841

- **THEATRES**

*Aron Theatre, 217 Broadway 5631

- **TOOLS MFG.**
  - Par-A-Mount Tool & Mfg. Co., W. Broadway 5924
- **TOURIST HOMES**
  - *Coronado Lodge, R. F. D. 1 5804
- **TRUCKING**
  - *Greer Motor Service, 1316 W. Porter Ave. 6060
  - Guernsey, A. B., R. F. D. 1 8727
  - *Lorenz, Charles & Son, 1115 W. Broadway 6835
  - Westchester Materials, R. F. D. 4483
- **UPHOLSTERERS**
  - Teagarden, G. R., 107 S. Second St. 2894
  - Pytynia, Porter Ave.
- **WELDING**
  - *Bradley Bros. Machine Shop, 115 S. Fourth St. 5795
- **WOMEN'S APPAREL**
  - *Betsy Ross Shop, 215 Broadway 6445
  - Smith, M. & Son, 101 Broadway 2200
- **WOMEN'S APPAREL MFG. & WHOLESALE**
  - *Abatex Mfg. Co., 136 Grant Ave. 4833
  - Joyce Sports Wear, 11th and Broadway 6701

PUBLIC SERVICES

- **AMBULANCE SERVICE**
  - *Edmonds Bros. Funeral Home, 710 S. Calumet Road 4015
  - *Flynn-Lundberg-Johnson, 407 W. Indiana Ave. 2755
- **BUS LINES**
  - *Yankee Bus Line, Gary Suburban Station, Valparaiso ..... Valpo 219
- **ELECTRIC AND POWER CO.**
  - *Northern Indiana Public Service Co., 141 S. Calumet Road 3035
- **FEDERAL GOVERNMENT**
  - U. S. Post Office, Broadway
- **RAILROADS**
  - Chicago, South Shore & South Bend R. R., Tremont 5480
    - Ticket Office 2822
  - New York Central System
  - Elgin, Joliet & Eastern R. R., Depot, Porter 4942
    - Freight Office 2821
  - Pere Marquette R. R. Co., C. & O., N. Waverly Road 3931
- **SCHOOLS**
  - Liberty Center High School, R. F. D. 1 8374
  - Jackson Township High School, R. F. D. 1, Valparaiso 1600W-3
  - Porter Grade School, Porter 3941
  - St. Patrick's Grade School 2655
  - Westchester Township Grade School 2512
  - Westchester Township High School 2514
- **STATE GOVERNMENT**
  - Indiana State Police Post, No. 1, Dunes Park 2000
- **TAXICABS**
  - *Calumet Cabs 6000
- **TELEPHONE COMPANIES**
  - American Telephone & Telegraph Co. 4020
  - Indiana Associated Telephone Corp. 5955

BUSINESS AND PROFESSIONAL DIRECTORY

- **TOWN GOVERNMENT—CHESTERTON & PORTER**

Town Hall, Chesterton, 109 Calumet Road 2300
Chesterton Fire Department 2020
Town Marshal, 109 Broadway 2300
Porter Fire Dept. 2040
Meyne, Harry, Porter 2641
Porter Town Hall 2380
Porter Marshal, Johnson's Beach 8200

- **TOWNSHIP GOVERNMENT**

*Allen, Charles T., Trustee Westchester Twp., Chesterton State Bank Bldg., 109 Broadway 2844

- **WATER COMPANY**

Home Water Co., Pumping Station 2851

Thank You

The Chesterton Retail Merchants wish to thank the advertisers who by their fine co-operation made this directory possible, and also the many others who assisted with the reading matter, planning and other details.

Marion R. Wiemann handled the advertising.

Dix and Saidla Studios furnished the pictures.

The Chesterton Tribune printed the book.

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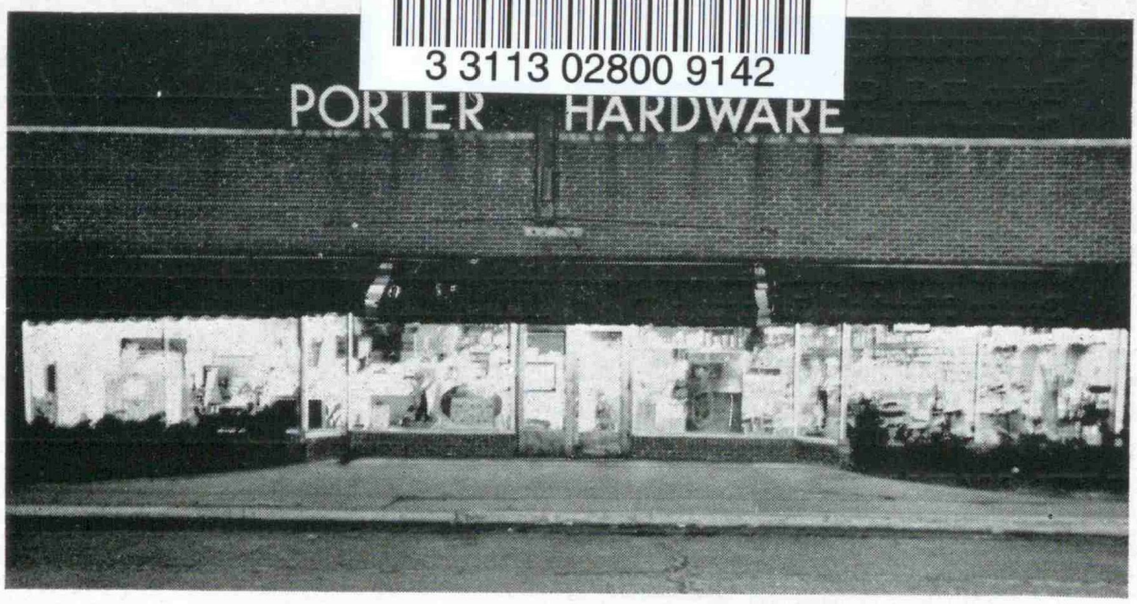

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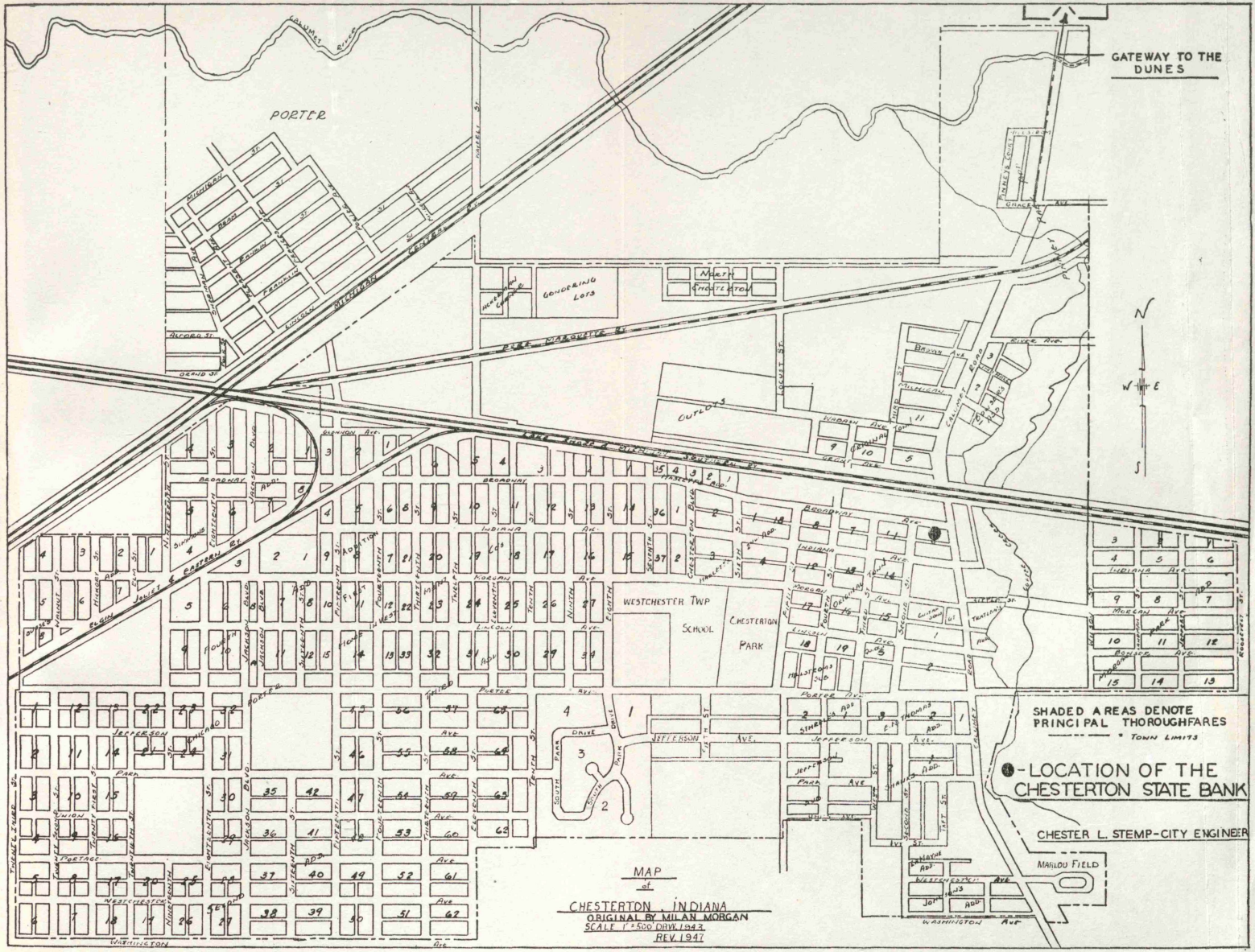
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